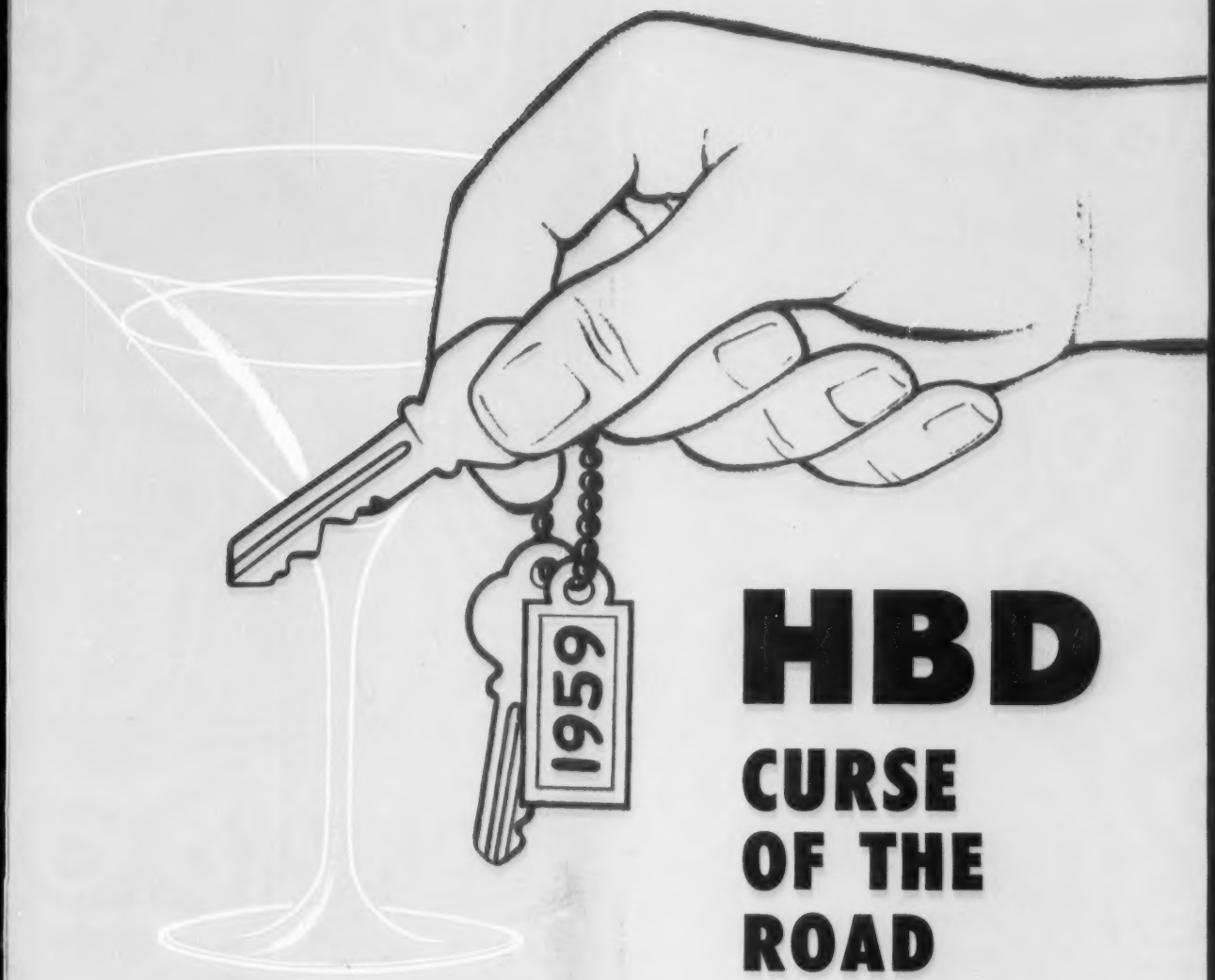
OCTOBER 1959

Traffic Safety

A NATIONAL SAFETY COUNCIL PUBLICATION

SAFETY in the SIXTIES



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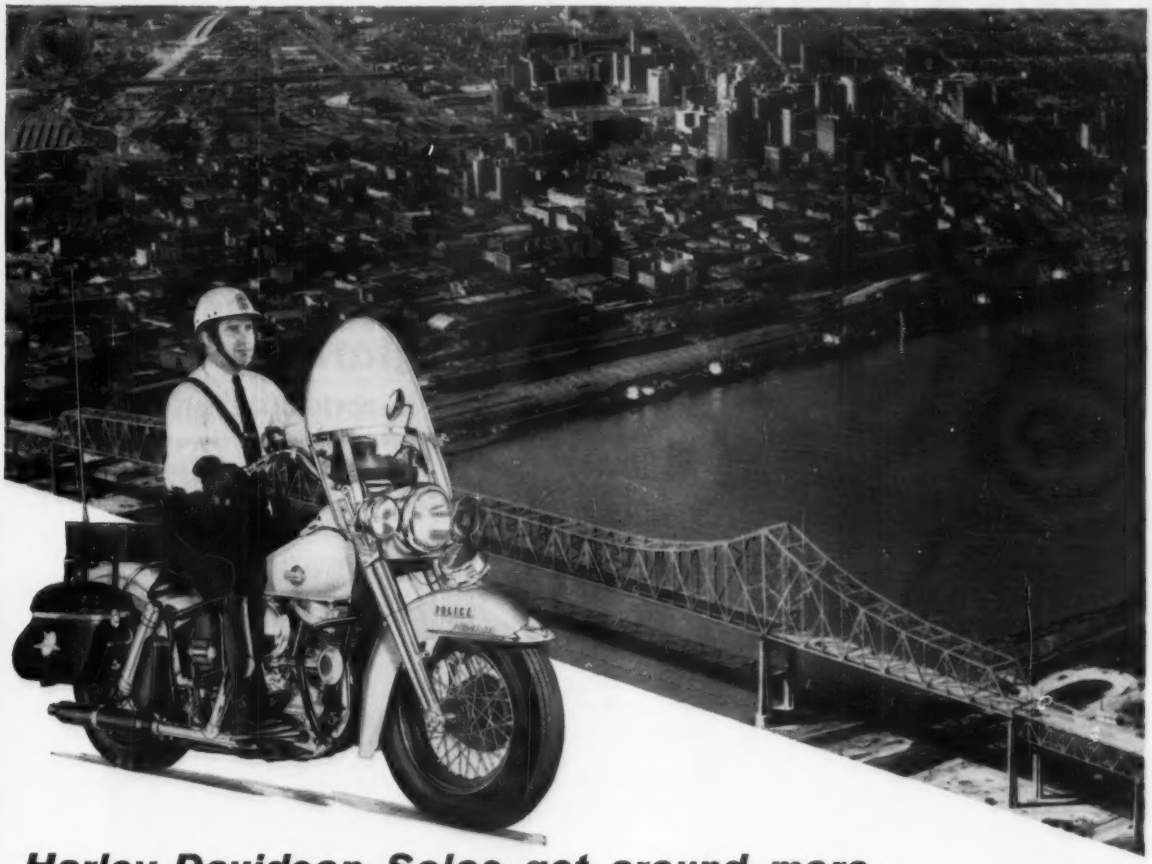

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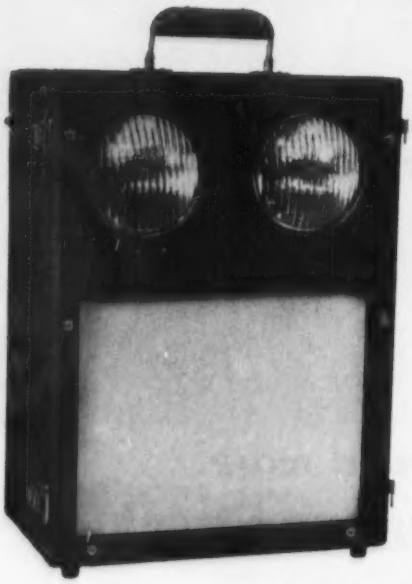

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Circle Item No. 3—Reader Service Card

Traffic Safety

Volume 55 Number 4 OCTOBER 1959

A NATIONAL SAFETY COUNCIL PUBLICATION

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TRAFFIC SAFETY is dedicated to the prevention of traffic accidents through the presentation of objective information and responsible opinion to official agencies, public support groups and the motor transportation industry. The views expressed do not necessarily reflect the beliefs or policies of the National Safety Council, but they are presented in the conviction that the pressing social problem of traffic accidents can best be resolved through freedom of expression and open debate.

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BETWEEN STOPS

BURTON K. MARSH, director of AAA's traffic engineering department, after a month observing London traffic, praised the British custom of putting "L" plates on automobiles to inform drivers a learner is at the wheel.

Mr. Marsh also suggested a "V" plate for visitors.

Sounds good. But we just couldn't help imagining the vast possibilities of such a scheme. What about other helpful labels for drivers such as "RLR"—red light runner; "HR"—hot-rodder; "BSD"—back seat driver.

Special detachable plates might even be kept in the glove compartment for temporary driving situations, such as "HA"—having argument; "BB"—bad brakes; "LFD"—late for date; "HBD" (for translation see Page 8).

TOLL CLIMBS AGAIN IN JULY

Deaths for first seven months of 1959 up 5 per cent from same period last year

by H. Gene Miller

MOTOR-VEHICLE traffic deaths continued their upward trend in the seventh month of 1959. The total for July was 3,340, up 4 per cent from the July, 1958, total of 3,210.

For the first seven months of 1959, deaths were 5 per cent higher than they were for the same months of 1958, totaling 20,430 compared with 19,490.

Disabling injuries during the first seven months of the year are estimated at about 700,000. These are injuries resulting in disability beyond the day of the accident and do not include minor injuries which undoubtedly total millions more.

Motor vehicle travel in the first seven months is estimated at 5 per cent higher than last year. This increase in travel coupled with the 5 per cent increase in deaths produced a mileage death rate of 5.1, the same as the record low rate for a comparable period in 1958.

The increase in deaths is occurring principally in rural areas, according to state reports. In June rural deaths were up 6 per cent while urban deaths showed no change. For seven months, rural deaths were up 6 per cent while urban deaths were up 2 per cent. Of the 940 increase in deaths in seven months, about 850 occurred in rural areas.

In July, states showing increases outnumbered those with decreases 33 to 14, and one showed no change.

For seven months 15 states showed decreases while 33 had increases.

Of the 701 reporting cities in July, 122 had decreases in deaths, 462 reported no change and 117 showed increases. For seven months, 249 cities had decreases, 210 no change and 242 increases.

In July, 529 of the reporting cities had perfect records. Of these, the three largest were: Rochester, N. Y. (345,600), Long Beach, Calif. (336,100) and Grand Rapids, Mich. (212,300).

For seven months 247 of the cities still had perfect records. Of these the three largest were: Lincoln, Neb. (119,600), Peoria, Ill. (114,000) and East Orange, N. J. (85,900).

The leading cities in each population group at the end of seven months, ranked according to the number of deaths per 10,000 registered vehicles were:

Group I (Over 1,000,000)

	Reg. Rate	Pop. Rate
Los Angeles, Calif.	2.7	14.4
Chicago, Ill.	2.8	7.5
Detroit, Mich.	2.8	9.1

Group II (750,000 to 1,000,000)

St. Louis, Mo.	2.3	8.0
Washington, D. C.	2.9	7.3
Cleveland, Ohio	2.9	9.2

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H. Gene Miller is director of the National Safety Council's research and statistics department.

Leading at the End of July

States

Louisiana	—23%	Missouri	— 3%		
Maine	—15%	Washington	— 3%		
Minnesota	—14%	Florida	— 2%		
South Dakota	—14%	Illinois	— 1%		
Alaska	—14%	New Jersey	— 1%		
Idaho	—10%	Oklahoma	— 1%		
Massachusetts	— 8%	Nebraska	— 1%		
Ohio	— 5%				

Cities

Rochester, N. Y.	—69%	Norfolk, Va.	—50%	Dallas, Tex.	—19%
Toledo, Ohio	—40%	Jacksonville, Fla.	—38%	Long Beach, Calif.	—19%
Seattle, Wash.	—36%	Minneapolis, Minn.	—33%	Oklahoma City, Okla.	—19%
Dayton, Ohio	—33%	Pittsburgh, Pa.	—32%	Baltimore, Md.	—17%
Akron, Ohio	—31%	St. Paul, Minn.	—30%	New Orleans, La.	—16%
Buffalo, N. Y.	—29%	Providence, R. I.	—20%	Wichita, Kan.	—14%
				Richmond, Va.	—13%
				San Diego, Calif.	—10%
				Denver, Colo.	— 8%
				Los Angeles, Calif.	— 7%
				Atlanta, Ga.	— 7%
				Boston, Mass.	— 6%
				Philadelphia, Pa.	— 5%

Today's Traffic

LOOKING AHEAD

TV control of traffic

Detroit is now using television traffic policemen along three miles of its Lodge Expressway. Fourteen TV cameras are mounted on overhead bridges, carrying the traffic picture to monitors in a central office. Traffic control experts then warn motorists, through a push-button system of signals, of slowdowns or detours caused by collisions and other traffic tie-ups.

Only in Australia

Australian motorists are plagued by a unique hazard—kangaroos on the road. The most dangerous time is approaching dusk, when the 'roos come to feed from the table drains at the sides of roads.

Tandem-trailers on Thruway

The New York State Thruway Authority has approved the operation of tandem-trailers on the 559-mile superhighway. It restricts over-all length of tandems to 98 feet and gross weight to 127,400 pounds. All are required to adhere strictly to the 50 m.p.h. limit for commercial vehicles and to keep 500 feet from other vehicles, except when passing. Drivers must be licensed by the Authority.

Good public relations

A motorist delayed by a construction job on U. S. 101 between Laytonville and Garberville, Calif. receives an informative four-page leaflet explaining the project and apologizing for the interruption in his trip. The leaflet also gives general information on California's highway porgram.

But who digs it?

The beatnik influence has spread to traffic signs. Here's one that hangs on the wall of the Arts in Louisville House in Louisville, Ky., "It's uncool, uncouth, to groove your wheels cross this footpath! Like split, Cat, 'fore the tow truck drags." In English it means "No parking on the sidewalk."

Short-cut to trouble

In Richmond, Va., Kurt Neilson found his way blocked by a car when he proceeded to cross the street with a green light. He walked over the car, up one fender, across the hood and down the other fender. The driver of the car turned out to be an off-duty policeman. Neilson, arrested and fined $25, says he'll appeal—even to the Supreme Court.

HBD
CURSE OF THE ROAD

Everyone censures the drunk driver, but a much more serious problem may be the social drinker whose ability is impaired by "only" one or two

by Paul Kearney

LAST November a Detroit driver wiped out seven lives. Admittedly befuddled by liquor, he was driving the wrong way on a four-lane divided superhighway in Ohio when he plowed head-on into another car at high speed. Subsequently pleading guilty to second degree manslaughter, he received the penalty of seven 1-to-20 year sentences to be served consecutively. But seven times seven terms cannot bring back one of those seven lives.

This killing was not unusual. Though the public is unaware of it, the "had been drinking" driver is involved in *more than half* of all our traffic deaths today.

"It can be stated unequivocally," Dr. Horace E. Campbell, chairman of the Colorado State Medical Society's automotive safety committee, told the conference of the American Association of Motor Vehicle Administrators last year, "that alcohol is the single largest factor in our motorcar accident situation; it is equal to all other causes combined."

Look at the Figures

Grim confirmation comes from autopsies performed promptly on drivers killed in accidents. In Montana 55 per cent had sufficient alcohol in their blood to impair the driving of the average individual. In Nassau County, N. Y., 50 per cent. In Grand Rapids, Mich., 60 per cent. In Baltimore, Md., 52 per cent.

Of 69 drivers killed in New York City in 1957, medical analysis showed that 38 had been drinking.

In a Buffalo, N. Y., survey patterned after one made in Toronto on a larger scale but with similar results, police ran chemical tests on every principal involved in a traffic accident over a given period. Fifty-five per cent of them were found to have been drinking. In Evanston, Ill., 12 per cent of 1,750 drivers stopped at random in one week had significant amounts of alcohol in their systems.

One of the most convincing studies was made in Westchester County, N. Y., when doctors autopsied 83 victims of single-vehicle accidents—those involving neither other vehicles nor pedestrians. They reported to the American Medical Association last year that 58 had been drinking enough to impair their abilities. A similar test by the Delaware State Police on drivers in single-vehicle accidents showed 80 per cent had been drinking. These figures do not purport to show how many HBD's there are; they simply indicate how many were killed in areas where chemical tests are promptly made.

Unfortunately, such statistics do not make a personal impact on most of us because they involve "drunken drivers"—and we think we don't "get drunk." Yet the studies show that the greatest highway menace is not the reeling, babbling drunk, as most of us think, but the typical social drinker of acceptable status who rarely, if ever, gets crocked. His name is legion, and this is why the police symbol HBD (Had Been Drinking) has a deadly pertinence.

The use of chemical tests of the breath or body fluids in diagnosing inebriation is now accepted by the American Medical Association, the American Bar Association, the National Safety Council and the supreme courts in 41 states. Legally any driver with .15 per cent or more alcohol in his blood is considered intoxicated. Any driver with .05 to .15 per cent is not considered intoxicated unless there is other corroborating evidence.

Limits Too Liberal

When the American Medical Association endorsed these standards in 1944 it observed that "these limits are purposely made liberal so that no injustice will be done to the person with unusual tolerance." A mounting volume of research and experience since then proves that the limits are much too liberal, that driving skill begins to deteriorate measurably after more than one drink, or at about one-fifth of the blood alcohol level our courts consider intoxicating.

Said seven world medical authorities on the subject at the Symposium on Alcohol and Road Traffic at the University of Indiana in 1958: "It is the opinion of this committee that a blood alcohol concentration of .05 per cent will definitely impair the driving ability of some individuals . . . and at a concentration of .10 per cent all individuals are definitely impaired."

Not only do individuals differ in tolerance to liquor, the same person varies from time to time. But generally Mr. A can handle more than Mr. B because his system oxidizes (burns up) the alcohol faster; hence he can drink more with less effect on his brain. The 150-pound adult can oxidize about two-thirds of an ounce of whiskey per hour. Thus one ounce of whiskey (or one bottle of beer) per hour is considered safe drinking for most people who are going to drive home *later*. Such an intake would hardly register in a chemical test an hour after the drink.

Scientific experience indicates that the typical drinker will approach a blood alcohol level of .05 per cent on two ounces of whiskey or two bottles of beer, retaining this concentration for at least an hour. Some experts insist that this is a definite zone of impairment. If he takes a minimum of four more ounces of whiskey or four more bottles of beer over the duration of the usual social gathering of two or three hours, he will probably reach the .15 per cent level of legal intoxication. Even if he now stops drinking, his driving may be impaired for another six to 10 hours, because the average adult's blood alcohol level decreases at the rate of only .015 per cent per hour after the final drink.

Widespread tests show what happens to drivers at even the low blood alcohol level of .05 per cent. The drivers have difficulty in deciding what to do in emergencies requiring judgment. Though their manual reaction time may be fairly good, they take much too long to decide what to do. And they show a "so what" attitude.

Fly in the Ointment

Most of this has been known in scientific and law enforcement circles for a long time. But trying to do something about it has been about the most frustrating and discouraging of all police work. Convicting even the obviously intoxicated is a long and difficult process. Since a conviction is serious, and since the bulk of the offenders are socially acceptable, they spend heavily to get out of the jam. Tolerant juries are quite often disposed to "give the guy a break" unless he is a pretty unsavory character. They are all too willing to believe the defense testimony that the accused took a few snorts *after* the accident, not before, just to steady his nerves; or

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Looking Ahead To

by Jean Carper

***Here's a capsule look at some of the problems and developments which will influence American life and the whole safety movement in the years ahead—based on the book* Safety in the 60's**

EVER WONDER what life in the not-so-far-away 1960's will be like?

According to some future-probing by the National Safety Council, the next decade promises to be filled with more people, less work, more play and an assortment of fantastic machines that would make Jules Verne hang his head.

New-design vehicles, some not yet on drawing boards, will appear on land, sea and air. Most will use electronics to help them keep out of each other's way.

It may seem strange that an organization like the National Safety Council is peering into the crystal ball. But, the Council felt if it was to make long-range plans for promoting safety in the sixties, it should know what life would be like then.

It solicited predictions from authorities on various subjects. The complete text of the prophecies has been published under the title, *Safety in the 60's*, which is also the theme of the 1959 National Safety Congress.

These authorities don't claim to have occult powers. They aren't vagabond fortune tellers. They are top executives, government officials, hardboiled eggheads and scientists who have facts to back up their forecasts.

According to them, here's what you should expect in traffic during the sixties:

- 99 million vehicles on the highways by 1970.
- Two, three or even more cars per family.
- Don't look for a great change in the design of highways, nor creation of new roads. Progress will be in the improvement of old highways. The National System of Interstate and Defense Highways (41,000-mile network) will be completed by 1970.
- Traffic signals that "sense" the constantly changing patterns of traffic and adjust accordingly.
- TV monitoring of urban expressway traffic to alert both authorities and motorists to traffic jams or accidents.
- Probably no radical changes in automobile design. There will be electronic devices to warn of cars approaching from rear or that you are overtaking a car too fast. However, don't count on your car being guided automatically along an electric highway in the 60's.

• Some authorities foresee use of an air car that skims several inches above the ground on a cushion of air. Such a car is being tested.

• Development of automatically guided bus trains that would travel 60 to 70 m.p.h. on specially prepared lanes of automobile expressways.

• Radar equipped trains which would keep operating safely at high speeds in all kinds of weather.

• Some pilot-less trains operated by remote control.

• Automatic retaining devices at grade crossings to prevent automobiles from passing into the path of trains.

• More uniform traffic laws among states.

• Development of flying saucers.

• Nothing so radical as supersonic airliners or nuclear powered aircraft yet.

• Decade will be devoted to further expansion of subsonic jet and turbo operations.

• Big news in the air will be development of helicopters and other kinds of vertical take-off machines. These will cruise at 200 m.p.h., carry as many people as buses, and be used for short hops.

• Hydrofoil passenger ships capable of traveling 65 m.p.h., ultimately 200 m.p.h. The ship sits on foils, shaped like airplane wings, which when propelled through the water, lift the ship out of the water.

• Possible development of a ship riding several feet above the water on an air cushion.

Here are other things you can look for in the sixties:

• More than 200 million people by 1970, three-fourths of them concentrated in super cities.

• An increase in the percentage of the non-white population. By 1970, the non-white population (95 per cent Negro) will be more than 25 million.

• Twice as many senior citizens (persons over 45) by 1970.

• Many cities with "pedestrian only—no traffic" areas in the center of downtown shopping districts. The restricted portions will take up several city blocks and contain malls, fountains, trees and benches.

• Suburbs broken down to resemble small cities with more diversified housing. This will be caused by the decentralization of businesses and factories moving into the suburbs.

• Shorter work week and work day, giving everyone more leisure.

• Increased automation.

• A need for 20 million additional workers by 1970. These jobs will be mostly in new industries created by thousands of new products, yet undeveloped.

• Demand for skilled workers, especially men to service TV, washing machines, dishwashers and other kinds of home equipment.

• In factories, less need for the machine operator and increased need for a new kind of worker—a "machine-watcher."

• For businessmen — TV telephones, electronically-operated typewriters, computers that can read directions from a printed page, a network of closed circuit TV to transmit data cross country instantly.

• Prefabricated house parts which enable you to add or subtract rooms easily and rearrange the interior by rearranging the partitions.

• Houses lighted by phosphorescent glowing panels, no thicker than a window pane. The panel can change color and intensity at the flick of a switch.

• Common use of electronic ovens which cook vegetables in seconds and meats in minutes.

• Thermoelectricity which can heat or cool depending upon which direction the current flows. A device can keep a baby's bottle cool, then heat it to desired temperature.

• Vacuum cleaners that work automatically.

• Dishwashers and washing machines using ultrasonic sound waves instead of soap and water.

• Sterilization of food by radiation. It can remain unrefrigerated for a long time.

• Possibility of a cancer cure by the mid-sixties.

• A drug or series of drugs for heart disease.

• Break-throughs in rheumatism, arthritis.

• A vaccine for the common cold.

• Growth of health insurance which may involve compulsory arrangement with the government.

• Radical changes in the care of the mentally ill.

• Special research on mental retardation, drug addiction, juvenile delinquency, alcoholism and suicide.

• A major health problem in the sixties—air pollution.

• A boom in travel and recreation of all kinds because of more leisure time.

• A mass exodus to the water. By 1970, about 40 per cent of the U. S. population will be participating in some aquatic sport. The number of recreational boats will reach 12 million, nearly double the 1958 figure. Financing boats will be as popular as financing autos during the sixties. More than 800,000 swimming pools will be built, mostly in back yards.

TRAFFIC JAMS threatened to kill downtown Toledo business. Shoppers' mall bans cars completely. Only an experiment now, Americans will probably see more of them.

• Most popular winter sport will continue to be skiing. Skiers, now numbering one million, will be quadrupled by 1970.

Here's one last prediction: safety will have a thrilling, fast, never-dull future trying to keep up with this kaleidoscopic world our prophets foresee.

Jean Carper is editor of the National Safety Council's *Home Safety Review.*

SEAT BELTS ON PATROL

Several years' experience has convinced the California Highway Patrol that seat belts save lives

by Bradford M. Crittenden

WE COULDN'T take safety belts out of our patrol cars now—the officers simply wouldn't let us.

This statement sums up in the best possible way the results of almost seven years' experience with the use of seat belts by the California Highway Patrol. The events leading up to the complete acceptance of seat belts as safety equipment are interesting and indicate strongly that, insofar as belts are concerned, the proof of the pudding is in the eating.

Officials of the patrol were not at all confident of a favorable reaction from the officers when, in the latter part of 1952, they began considering the installation of safety belts in patrol vehicles. The officials themselves believed that use of the belts would, in some measure, contribute to a reduced injury severity rate. The next step was to persuade the officers who would have to go through the bother of fastening and unfastening the belts every time they entered or left their cars.

As an initial test, 12 patrol vehicles were temporarily equipped with lap-type safety belts for a six-month period. During this period members operating these cars were required to submit reports giving their opinions as to the belts' advisability and effectiveness. The responses ran the gamut from direct opposition to sincere praise. The general consensus was that safety belts could, under some conditions, provide a degree of protection and that they might be installed for use by personnel desiring them.

The over-all response was so encouraging that the patrol made an initial purchase of 250 belts for permanent installation. The first vehicle so equipped was placed in service on May 1, 1953. Since that date every new patrol vehicle has been equipped with two lap-type safety belts installed in the front seat.

Shortly thereafter the following policy statement was issued: "Personnel operating vehicles equipped with safety belts shall fasten and use them during all emergency runs. They may, if they so desire, use them during other periods of patrol."

During the early days of the use of safety belts officers who were involved in accidents with their patrol cars frequently reported their opinions as to the effect the safety belts had on the extent of the injuries they suffered. Following is a cross-section sample of these incidents and the opinions expressed.

Traffic Officer D. J. Clary was traveling "Code 3" at a speed in excess of 70 m.p.h. on his way to the scene of a traffic accident when a motorist failed to heed the red light and siren and made a sudden, unsignaled turn in front of the patrol car. Clary was forced to leave the roadway to avoid the other vehicle. The car rolled over, righted itself and knocked over a utility pole.

Seven witnesses to the accident

Bradford M. Crittenden is commissioner of the California Highway Patrol.

rushed to the scene, expecting to extricate the remains of the victim. Instead, when the dust cleared, they saw Officer Clary emerge from the wreckage and prepare to take the necessary information for completing the accident reports. Officer Clary's first words to his commander when he arrived at the scene were: "Thank God for safety belts."

Officers James C. Dukes and Charles R. Hanna were on routine patrol, with Dukes driving. While clocking a speeder traveling in excess of 75 m.p.h. on a four-lane divided highway, Dukes swung out to pass a tank truck and trailer and a convertible following the tanker. With no advance warning or signal the convertible suddenly started around the truck.

The patrol car had to hit one or the other of the vehicles or leave the roadway. Electing the latter, Dukes headed for the dividing strip between the opposing lanes. When it was too late he saw there was a six-foot drop below the street level into a drain ditch that crossed the dividing island. The patrol car hit the ditch head-on. Dukes was shaken and bruised and Hanna suffered a broken foot. Hanna's evaluation of the accident stated: "I have seen or investigated dozens of collisions with impact almost identical to ours in which persons involved were either killed or suffered major injuries to the head and chest. . . . In my honest and considered opinion, the only reason we were not killed or very seriously injured was because we both had the good fortune to have had our safety belts on."

Officer Dukes' description of the crash parallels that of Hanna. Dukes concludes:

"I cannot speak too highly of safety belts, and sincerely recommend the use of safety belts to all personnel in our organization. I feel without these safety belts, in all probability, I would not be in any condition today to write this memorandum."

Traffic Officer D. J. Wagner reports briefly on an accident in which he was involved: "The point of impact was primarily to the left door and left front wheel. Because I had a safety belt securely fastened, I received a minor bruise to my left hip. I believe that without the safety belt I would have sustained severe injuries."

These cases are but a small sampling of the reports made by officers during the first year or so the belts were installed. But they do indicate clearly the reaction of officers who experienced an accident while wearing the device.

It was this type of reaction that led to a revision of the earlier order relative to use of safety belts by patrol personnel. The new order "encouraged" the use of safety belts during regular patrol or in the ordinary course of travel and added: "Personnel operating or riding in patrol vehicles equipped with safety belts shall properly secure them during all emergency runs."

Investigations of operational accidents conducted by the California Highway Patrol have not been exhaustive, but they do indicate reductions in injury since the lap-type safety belts have been in use. The reductions seem to embrace both the number of injuries and the severity of injuries.

Directly as the result of the highway patrol's experience with seat belts, the State of California now equips all of its automobiles with belts for the driver and the front seat passenger. It further has adopted a policy that requires the head of every department of state government to instruct his employes to use the safety belts whenever they drive state-owned vehicles.

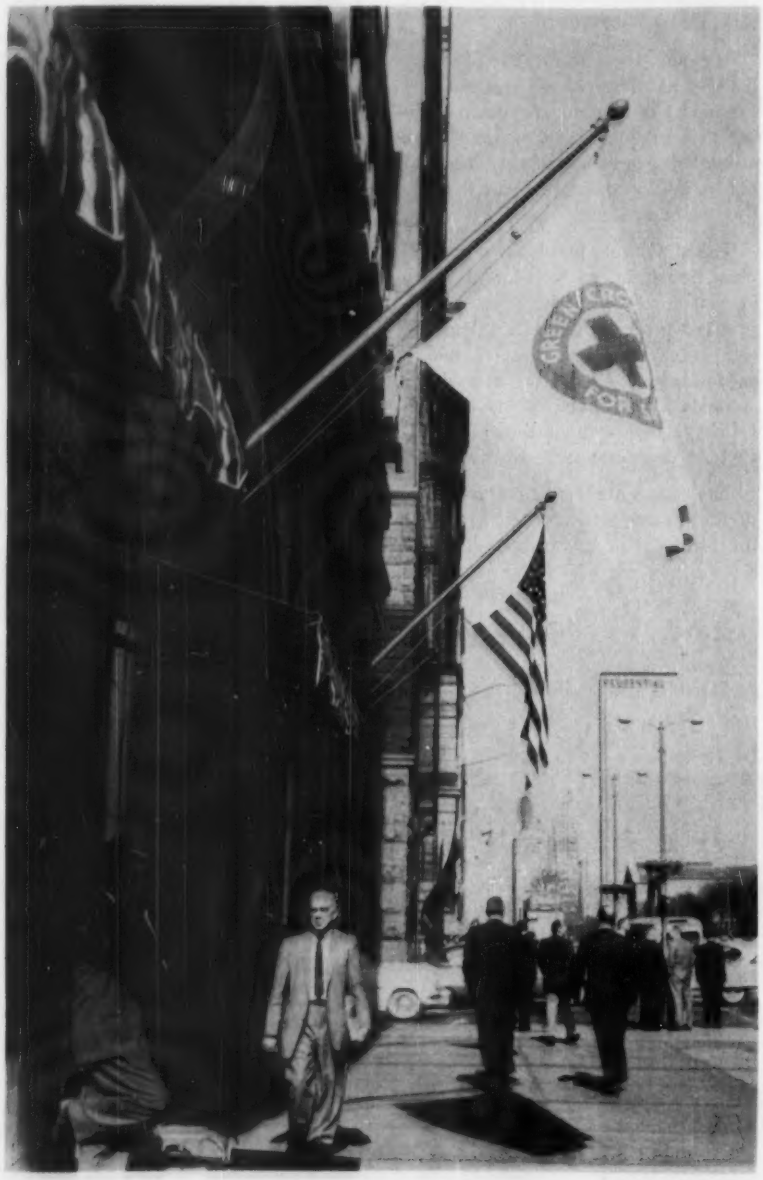
SEAT BELTS are installed in all California Highway Patrol cars. Comm. Crittenden checks a new belt.

TWO PATROLMEN escaped from this wreck with only minor injuries because they were using seat belts.

CONGRESS HIGHLIGHTS

THE PRELUDE to the opening session of the traffic program at the 47th National Safety Congress and Exposition to be held in Chicago Oct. 19-23 will be a kickoff luncheon presided over by M. R. Darlington, Jr., managing director, Inter-Industry Highway Safety Committee and chairman of the Traffic Conference, NSC.

Featured speaker at the luncheon will be Howard Pyle, president of the National Safety Council, who will introduce the main theme of the Congress, "Safety in the Sixties."



This is the first time a luncheon has been planned to open the traffic program. Besides being informative, the luncheon will afford the delegates an opportunity to get acquainted before plunging into the activities of the first session.

The first traffic session, scheduled for Monday afternoon, promises to be highly interesting and to attract wide attention. The subject of this meeting is "Metropolitan Control for Traffic Safety." A somewhat controversial issue, metropolitan control may well be more in evidence during the next decade due to our increasing population and the expansion of our larger cities.

After the presentation is completed, there will be queries from interviewers representing press, radio and television. This should produce some very illuminating discussions on the problems of control in a metropolitan area, particularly in regard to public support and the various operational aspects of such a program.

Three separate group sessions—police, courts, and engineering—will be held on Tuesday morning.

The general session on Tuesday afternoon will be devoted to the subject of controlling driver behavior. Three panel members will delve into this complex problem. Again, when the panel is finished, there will be queries from interviewers from the communications field.

Major emphasis in the discussions on controlling driver behavior will be concentrated on what the fields of education, psychology, and religion can do to assist the traffic enforcement program in this area.

A hard and fast look will be given to the next decade in the Wednesday morning session. The subject will be "New Horizons in the Sixties."

"Controlling the Vehicle and Roadway" will be the major topic for the Wednesday afternoon session. The highways and vehicles of the Sixties will be brought into the discussion, and again interviewers will have an opportunity to match wits with the speakers.

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News from Capitol Hill

SAFETY has become a major preoccupation in Washington.

Safety standards for federal passenger-carrying vehicles would become mandatory under H.R. 1341 (Roberts), which was favorably reported by the House Committee on Interstate and Foreign Commerce. The bill would require the Secretary of Commerce to determine which "reasonable safety devices" are to be required on such federal vehicles, and to publish commercial standards for such safety devices within one year. The standards become effective one and one-quarter years after publication. The National Safety Council testified in support of H.R. 1341 (TRAFFIC SAFETY, September, 1959); the Administration and the automobile industry opposed its enactment.

The Congressional Committee's report clearly indicated that its objective was broader than safety in the federal establishment. "It is desirable to establish safety standards for passenger-carrying vehicles acquired for the Federal Government, and thus promote the manufacture and use of safer vehicles." The report continued: "If these safety features are provided on government vehicles, the result may well be, and the committee expects that it will be, to hasten the day when such safety features become standard equipment on all passenger-carrying motor vehicles offered for sale to the public."

Another bill emanating from the Roberts subcommittee that was favorably reported by the full Committee on Interstate and Foreign Commerce is H.R. 8238 (Schenck). In its original form, the proposal would have established mandatory standards. As amended by the committee, the bill provides for a study by the U. S. Public Health Service, and a report to the Congress within two years of the safety effect on human health of substances discharged into the atmosphere by motor vehicle exhausts. The committee's report stated that it recognizes "the urgent need for additional and expanded research on the problem to determine how motor vehicle exhausts contribute to air pollution and the harmful levels of concentration endangering human health. This research is necessary to establish criteria upon which engineers can develop better control methods."

H.R. 8328 (Halpern) would establish an interdepartmental highway safety board, substantially on the pattern proposed in the Secretary of Commerce's report on traffic safety.

Two Congressional committees clashed on traffic-related matters. The House Ways and Means Committee voted to reject the President's proposal for an increase of 1½ cents a gallon in the federal motor fuel tax, in order to cope with an impending deficit in the Interstate Highway Construction program. However, it clashed with the Public Works Committee on the nature and length of the delay or "stretch out" in the highway construction program's completion. A stretch-out was opposed by Senator Neuberger who said: "Delay means loss of life."

In testimony before the Ways and Means Committee, Gen. George C. Stewart, executive vice president of the National Safety Council eschewed the financial controversy, but expressed concern over a stretch-out of the road construction program (See Page 18).

The President's Committee for Traffic Safety called for immediate stepped-

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Remember the Luncheon

The kickoff luncheon will be held on Monday, Oct. 19 at 12 p.m. in the Glass Hat of the Congress Hotel.

Howard Pyle, Council president, will be the main speaker. He will speak on "Traffic Safety in the 60's." M. R. Darlington, Jr., will preside.

Price of the luncheon will be $4.00. Reservations may be made directly with the traffic department of the National Safety Council or at the National Safety Congress registration desk in the Congress Hotel.

THOMAS FANSLER, NSC EXECUTIVE, DIES

Thomas Fansler, director of the National Safety Council's home safety department, died at his home in Chicago, August 24. He was 60 years old.

Mr. Fansler came to the Council in 1944 to head up its home safety activities. During his 15 years with the Council, he served in various capacities involving both home safety and research.

Thomas Fansler

Under Mr. Fansler's direction, the home safety department greatly expanded its activities. He was instrumental in developing increased interest among industrial, health and medical groups. He encouraged activities of industrial organizations in the field of off-the-job home safety programs and set up joint programs with the American Medical Association, the American Public Health Association and the American Academy of Pediatrics. He organized the Home Safety Conference, composed of outstanding leaders in industry, education and government who guide the program and policies of the Council home safety staff.

Under Mr. Fansler's leadership, the Home Safety Inventory for evaluating state and community home safety programs was established. While director of the Council's home safety activities, he saw the home accident rate decrease by more than 20 per cent.

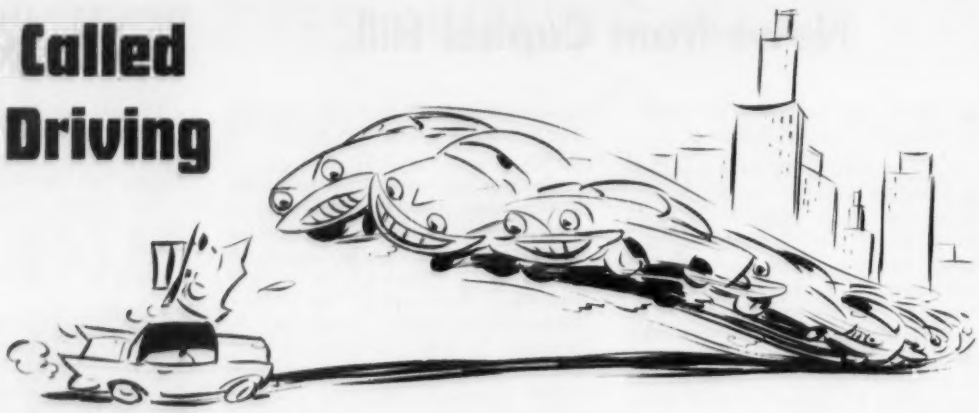
Mr. Fansler was a graduate of Haverford College and Columbia University. After teaching at both of these institutions, he joined the staff of New York University as director of research in the Division of General Education.

Esther Stephenson

Mrs. Esther Myers Stephenson, vice president in charge of education of the Stephenson Corp., died in New York, August 4, following a brief illness.

Mrs. Stephenson was a leading figure in the field of respiratory physiology, chemical tests for determination of intoxication, and an internationally known teacher of modern techniques in anesthesia, resuscitation, and inhalation therapy.

It's Called City Driving



City driving poses special problems and terrors for anyone not familiar with the rigors of city traffic

For an inexperienced driver, city driving can be a terrifying and sometimes hazardous experience. The great volume of traffic, the thousands of pedestrians, the multiplicity of routing and directional regulations—all can bring drivers to grief on city streets.

Probably the biggest hazard for the inexperienced driver is psychological. It grows out of noise, confusion, and sheer competition. City driving is almost never pleasure driving. It is often a grim business of trying to get somewhere in a hurry, with thousands of vehicles fighting for every foot of roadway. The roar of buses and trucks, the blare of horns, shrill police whistles, signs saying "Do Not Enter," "One Way," "Turn On Green Arrow Only," go this way, go that way—this seeming chaos leaves the inexperienced driver's nerves battered and ripe for an accident or an unintentional violation.

Keep Calm

The first rule of city driving is not to panic. Don't let imperious traffic police and horn-honkers stampede you. Get a firm grip on your nerves and decide that you are going to keep calm. Pity the poor city drivers who put up with this type of driving daily!

Hurry, Hurry, Hurry

The volume of traffic on city streets demands that emphasis be put on keeping traffic moving. There is more emphasis on "hurry up" than there is on "slow down." To stay out of trouble, avoid things that will cause traffic jams: keep in the proper lane as much as possible, don't turn left if a series of right turns will get you there, and don't attempt parallel parking unless you are skillful enough to do it without blocking traffic.

Try to move along with traffic—not faster or slower.

Scorn the Man With a Horn

Pedestrians are a special city hazard. Always be alert for them, especially between blocks where they dash from the curb without warning. At intersections, walkers present a problem for turning cars. However, the law clearly gives foot traffic the right-of-way. You must yield even though impatient drivers behind you lean on their horns and growl like bears.

Collision Causes

Rear-end collisions result from following the car ahead too closely. Avoid them by following at a distance of one car length for each ten miles of speed. Don't drop too far behind or you encourage other cars to cut in front of you. Here's a tip: Expert city drivers keep one eye on the second car ahead in a line of traffic for a quicker warning of an impending stop. Be careful when following buses. They stop often. Watch large trucks and tractor outfits for stops or unusual maneuvers — especially in warehouse or industrial areas.

Even Temper

Sudden stops are the rule, not the exception, in the city.

Another cause of collisions is sudden lane changing, or weaving in traffic. Don't ever make sudden movements or changes of direction. Stay in one lane. If a change is necessary, make sure no car is moving up behind you. Check the blind spot and the rear-view mirror.

Warn traffic behind you with the proper signal, then make the movement smoothly.

Take the Boulevard Route

Don't be afraid of boulevards, even though the traffic seems heavy and fast. Usually, opposing traffic lanes are separated, access is limited, traffic signals are at a minimum, pedestrians are prohibited and parking or commercial vehicles are eliminated.

Driving is easier when traffic flows smoothly.

When In Rome, Etc.

Strict attention to the job of driving is particularly important in the city. If you want to look at the sights, by all means park and get out of the car to look around. Or, take advantage of the sightseeing buses which most large cities have available.

If your primary purpose is sightseeing, you can't give proper attention to driving. In fact, neither one will be very satisfactory if you try both at the same time.

Curb Urges

Wrong Side

When driving alongside cars parked at the curb, keep a sharp lookout for doors suddenly opening on the street side. People still persist in getting out on the traffic side instead of sliding across to the safety of the curb.

In cities which still have streetcars, watch for persons boarding and alighting. It is unlawful to pass a streetcar while it is halted unless there is a safety island for passengers. Even when there is a safety island, take care. People in a hurry sometimes charge off a streetcar right across the street.

In apartment residential areas, the number of cars far exceeds the number of garages. Consequently, many residential streets are solidly lined on both sides with parked cars. Be especially alert and drive slowly on such streets, particularly during the daytime, because playing children are constantly moving in and around parked cars.

Between Cars

Children can dart from the concealment of parked cars in a flash.

Navigation Aids

You can help yourself by planning ahead, consulting a map and choosing a route that will provide the least difficulty for an inexperienced driver. Unless you have to go through the city, use the by-pass routes which have now been built around most large cities. If you must drive through the city, get a city map and be guided by it. Seek advice before entering.

Mark the route on the map with a pencil for quick references and easy map reading.

If the city has one-way streets, you will need special assistance. And one-way streets are becoming more and more common. To the inexperienced driver, they present two new and confusing driving concepts. One, to turn left from a one-way street it is necessary to be in position in the far left lane, not in the middle of the street where the old centerline used to be. Two, passing on the right is permitted in multiple-lane traffic moving in one direction, so it is necessary to look for overtaking cars on the right before moving in that direction.

Remember to anticipate turns far enough ahead to maneuver into the correct turning lane, far left or far right.

Car Care

If your car's cooling system is not in first-class shape, slow city traffic may cause your radiator to boil and you may experience vapor locks—especially in hot weather.

Best cure, eliminate the cause — keep cooling system and carburetor serviced properly.

Side Mirror Too

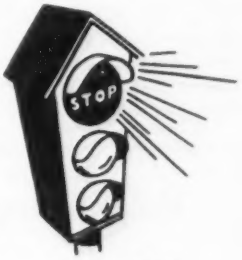
More Confusion

Non-standard signs, markings and signals can really confuse someone in a strange city. Unless you are forewarned and know what to expect, you can be driving blind—not knowing where signs and signals are or what they mean.

At the first sign of trouble, stop and get official or best available information before proceeding.

Parking, Yes or No?

Parking restrictions in cities tend to be strict. Look for signs informing you of restrictions, and pay careful attention to the day of the week and the time of day the restrictions are in effect. If standard signs are used, red lettering on a white background means no parking, green lettering on a white background means limited parking.



. . . and Think

Be careful when using parking meters. Be sure to read the instructions on both the meter and the posted signs. If the instructions conflict, follow the signs, not the meters.

Don't forget to put the required coins in the meter.

1. **Don't panic.**
2. **Have patience in slow moving traffic.**
3. **Keep even with the traffic flow.**
4. **Be alert for pedestrians and yield to them.**
5. **Be alert to traffic on all sides.**
6. **Watch your fuel supply. Gas mileage shrinks in city traffic.**
7. **Plan your trip ahead; know the signs to look for.**
8. **Take care in parking.**
9. **Avoid rush hour traffic. Keep your watch on local time.**
10. **When in doubt, ask a policeman.**

Reprints of this fact sheet are available. Stock No. 329.96-23

Interstate Highway System:

CALLED VITAL WEAPON IN FIGHT FOR LIFE

CONGRESS, locked in debate on the future of the Interstate Highway System which threatens to bog down for lack of funds, took time to hear testimony. George C. Stewart, National Safety Council executive vice president, in this statement submitted to the House Ways and Means Committee urged that the proposed highway construction be completed on schedule to save lives.

THE NATIONAL Safety Council is restrained by the letter and spirit of its Congressional Charter from becoming involved with the legal, financial or political aspects of specific legislation. For this reason, our statement is directed only at the accident prevention aspects of the matter the Committee has under consideration.

The Council is disturbed by the prospect that there may be a delay or stretch-out in the National Highway Construction Program, because we believe that such a delay or stretch-out will result in more traffic accidents than would occur if construction were completed on schedule.

Controlled-access highways of modern design have proven their potential for reducing traffic accidents.

As immediate proof, we cite the recent Memorial Day weekend, when "immediate" motor vehicle deaths totaled 310, a new high record for this holiday weekend. During this same weekend, 16 major turnpikes set a new low record. These 16 turnpikes handled nearly 5,000,000 vehicles, which traveled 150 million miles without a single fatality and only three serious injuries.

Even more significant is the record for the entire year of 1958, when there were 7.3 deaths per hundred million miles of travel on rural roads, while on turnpikes the rate was only 2.8. This comparison indicates that the accident rate on highways of the interstate type is little more than one-third the rate on rural roads generally.

Taking into account this far better safety record on controlled-access, modern-design highways, the National Safety Council's statistical staff has investigated the safety consequences of any delay in the interstate highway system construction program. Their analysis reveals some very significant facts.

- Controlled-access modern-design highways already in use are reducing traffic deaths 700 a year below what they would be without these highways.
- With each year's extension of the system, scheduled for substantial completion by 1970, there will be *additional* lives saved which, during the period 1960-1970, will accumulate to a total saving of 30,000.
- Delays or stretch-out in planned construction will result in unnecessary loss or life. For example, if no additional highways were built in 1960, thus delaying completion of the entire system for one year, about 5,700 more deaths would occur by the time the system is completed than would have occurred had the system been completed on schedule.

We face the fact that the return of better economic conditions this year has brought a greater than average increase in motor vehicle travel. No one regrets such a manifestation of better times, but certainly no one wants to pay for it in terms of human life. The situation calls for stepped-up accident prevention measures by all public and private agencies.

Since experience has proven conclusively that accident rates are substantially lower on the types of highways being constructed for the interstate system, and since these lowered rates will save human life, prevent suffering and reduce social and economic costs, the National Safety Council believes it to be in the best interest of our people that there be no delay or stretch-out in the construction program of our interstate system of highways.

How Many Words?

This photo of the wreck of a dead child's bike was just recently chosen as best spot news picture in the 12th annual National Print Show sponsored by the Commercial and Press Photographers' Association of Canada, Inc.

THE LEGISLATIVE HOPPER--

A roundup of significant traffic safety legislation

Driver Education

New Bills Introduced

Michigan—SR 72—creates a special committee to study driver education system.

Action and Additional Information

Connecticut—SJR 241—relates to driver training courses—passed House.

Ohio—H. 454—makes driver training required for high school graduation—indefinitely postponed, House.

Oklahoma—S. 213—provides system of compulsory driver education in high schools—killed, House.

Executive Action

California—H. 1848—provides for regulation of driver training schools—approved. HR 170—provides for study of driver education program—adopted.

Pennsylvania—H. 1329—makes appropriation for promotion of highway safety education—approved.

Juvenile Drivers

Action and Additional Information

Ohio—H. 80—prohibits issuance of license to person under age 18 unless driver training course has been completed—indefinitely postponed, House. H. 129—permits suspension of driver license for any juvenile offense, including traffic offenses, and prohibits junior drivers from driving after dark unless accompanied by parent—indefinitely postponed, House.

Pennsylvania—S. 56—regulates issuance of driver license to person between 16 to 18—passed Senate.

Executive Action

California—H. 2125—permits revocation of juvenile's driver license when involved in two hit-and-run accidents—approved. H. 719—provides for traffic violation reports concerning minors—approved. S. 1132—provides that juvenile served with traffic citation shall be brought before juvenile court — vetoed. H. 399—requires program of driver training for person under age 16—approved.

Connecticut—S. 770—discourages issuance of driver licenses to minors by increasing driver license fee 100 per cent—approved.

Illinois—H. 511—permits student under age 15 to commence classroom instruction in driver training—approved. S. 524—provides for issuance of instruction permits and restricted licenses to persons between ages 15 and 16—approved.

Motor Scooters—Motorcycles

Action and Additional Information

Michigan—H. 43—prohibits carrying more than one person on motor-driven cycles—passed Senate.

Ohio—H. 5—requires license to operate motor driven cycle to be signed by parent or guardian if holder is minor—House refused to concur in Senate amendment; sent to Conference. Conference report adopted in both Houses.

Radar—Speed Measuring Devices

Action and Additional Information

Illinois—S. 512—prohibits use of radar devices for speed limit control in area within 500 feet of speed limit sign—killed, House.

Pennsylvania—H. 1186—authorizes use of radar equipment in enforcing speed limits—amended, passed House.

Executive Action

Wisconsin—S. 311—relates to use of speed indicators in motor vehicles, permits speed governors, and provides that motor trucks or truck tractors may be equipped with tachometers in lieu of speedometers—approved.

Seat Belts

New Bills Introduced

Pennsylvania—S. 980—requires state automobiles to be equipped with safety belts.

Executive Action

California—S. 1205—repeals requirement that Highway Patrol file report regarding effect safety belt would or would not have on vehicle accident—approved.

Chemical Tests—Drunk Driving—Narcotic Drugs

New Bills Introduced

Texas—S. 39-XX—makes it a penal offense to drive a motor vehicle within three hours after imbibing intoxicating liquor.

Action and Additional Information

Ohio—H. 51—requires revocation of driver license for six months on conviction of second offense of drunk driving—indefinitely postponed, House. H. 1029—provides that person using highways is considered to have given consent to chemical tests for drunk driving—indefinitely postponed, House. H. 1072—prohibits consumption of alcoholic beverages in vehicles—indefinitely postponed, House.

Pennsylvania—H. 1154—authorizes use of chemical tests in drunk driving cases and provides for implied consent—passed House.

Wisconsin—H. 18—amends penalties for drinking in motor vehicles—killed, Senate.

Executive Action

California—H. 1301—fixes penalty for driving vehicle while under combined influence of liquor and drugs—approved. S. 291—repeals minimum jail sentence for first offense of drunk driving not involving bodily injury; provides that former drunk driving conviction shall not be deemed as a prior conviction after seven years nor shall two convictions after 10 years—vetoed.

Miscellaneous

New Bills Introduced

Federal—H. 8328—establishes an interdepartmental highway safety board.

Alabama—H. 69-XX—amends the Constitution to authorize the legislature to appropriate a portion of the revenue derived from registration of motor vehicles for the support and furtherance of education.

Michigan—SR 73—requests the Highway Traffic Safety Center of Michigan State University to make a study of accidents that have been caused by the lack of adequately designed fenders and mudguards on passenger cars and commercial vehicles and to report to the 1960 legislative session.

Ohio—HR 210—requests Legislative Service Commission to conduct a survey of the safety education needs of Ohio—adopted, House. HR 195—directs Legislative Service Commission to study motor vehicle laws in Ohio—adopted, House. HR 199—creates joint committee to study all highway problems and consult with highway director—adopted, House.

Action and Additional Information

California—SCR 91—provides for study of vehicle accident factors — adopted, House.

Illinois—H. 1264—provides that assault with a deadly weapon may be committed by use of a motor vehicle—killed, Senate.

Ohio—H. 71—allows counties to give financial aid to persons and associations promoting highway safety—amended, passed Senate.

Oklahoma—S. 114—provides for adoption of Uniform Vehicle Code—killed, Senate.

Executive Action

California—H. 1712—amends law to include prohibiting trucks and combinations from traveling at such slow speed as to impede traffic; exempts vehicles not subject to registration—approved. H. 453—amends allowances for transportation of school children—approved.

Illinois—H. 476—makes appropriation for transportation of school children—approved.

Michigan—H. 21—authorizes school districts to acquire overpasses for safety of pedestrian children—approved.

THEY LIKE WHAT THEY SEE

Flint was paying the price of just plain bad driving until trial and error methods of learning were replaced by top teachers.

COMMUNITY leaders in Flint, Mich., took a hard look at the city's accident toll and didn't like what they saw.

Flint had one of the highest accident rates in the country. Insurance costs were sky-high. Residents could expect daily accident news along with their morning coffee.

While teen-age drivers were certainly not the only culprits, they seemed to be doing their best to uphold the city's notorious rate. In 1953 drivers aged 16 to 19 were involved in 597 accidents, five of them fatal. The figure was the highest in several years.

Aroused civic leaders felt sure that the accident toll would drop if teenagers, instead of learning to drive by trial and error, were taught to drive the safe way. But who was responsible for this practical education? Parents? Schools? These were the stock answers in other communities.

Flint's community leaders refused to pass the buck. They took an unorthodox stand: Teen-age driving was a community problem that demanded a community solution. The community should assume responsibility for initiating and supporting a driver education program.

As a result of that unusual decision, Flint now has compulsory driver education (administered through the schools) and a 10-acre driving range which is regarded as a model for the state.

The teen-age accident rate has dropped steadily since the program began four years ago. City residents, at first indifferent, sometimes critical, are now behind the program. And city officials praise the program because of its undeniable results.

Chief of Police George B. Paul says, "We feel that the driver training program has contributed substantially to the reduction in the number of young drivers involved in traffic accidents and the violation records of our city."

The driver education program was sparked in 1953 when representatives of the Michigan Inter-Industry Highway Safety Committee and the Flint Association of Automobile Dealers took their driver education proposal to Dr. Spencer W. Myers, superintendent of schools.

Superintendent Myers picked a committee to study the problem. On the committee were spokesmen from the local automobile dealers association, police department, Association of Fire Casualty Agents, automobile club, manufacturers association, school administrators, board of education, park board, Genesee County Traffic Safety Commission and the Michigan Inter-Industry Committee.

After studying driver education plans in Michigan and other states, the committee recommended a multiple-car, off-street driver range.

Superintendent Myers was all for it in theory, but was troubled over the practical aspects. Where would they get the automobiles required for such

CLASSROOM WORK is integral part of Flint driver training—includes lectures on driving skills, traffic laws, insurance, traffic problems.

a range? How would they pay for insurance? Who would finance the range? Where would the range be located? How would the students get back and forth from schools to the range?

These questions had not been overlooked by the committee.

Nine automobiles for behind-the-wheel training, plus three station wagons and a bus for transporting students to and from the range, were provided by the Flint Automobile Dealers Association. (There are now 20 cars.)

Insurance coverage was donated by the Flint Association of Fire and Casualty Agents. For the training cars they supplied liability insurance with limits of up to $100/300,000 on bodily injury, $25,000 on property damage liability and $1,000 on medical payments.

The site for the driving range on the outskirts of the city and a garage for the cars were leased from the Flint Park and Recreation Board. The cost of the driving range facilities was underwritten by the board of education. By the time the course was ready for its debut, 10 safety-conscious organizations and the board of education had cooperated in the program.

In the spring semester of 1954 driver education was offered as an elective to 10th graders in Flint's three public schools. Four hundred enrolled.

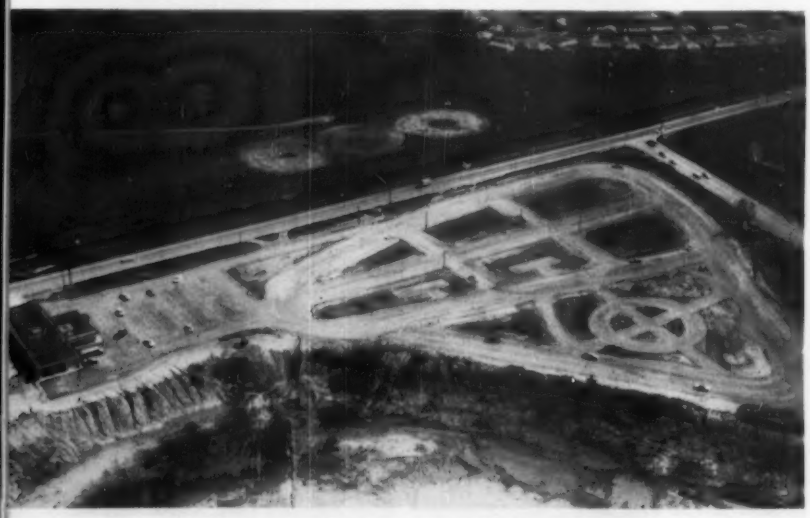
In 1956, Superintendent Myers made driver education compulsory for public school 10th graders. His decision was prompted by a state law passed in 1957, requiring that any person under 18 seeking a driver license must have completed a driving education program.

The driving range, where students get behind-the-wheel experience, consists of cross-hatch roads and circling roads, 44 feet wide. There are numerous intersections, traffic lights and traffic signs to simulate on-the-street traffic conditions. Students get experience following automobiles, meeting them, turning corners and stopping and starting.

At one end of the driving range is a marked-off area for practicing parallel and angle parking and a $140,000 classroom-garage just completed last fall. The classroom is large enough to house desks plus an automobile and an eight cylinder engine for demonstration. The garage, besides being a storehouse for autos, provides an area where students practice parking when the weather makes it impossible to drive outside.

Atop the modern classroom-garage is a glass control tower equipped with a public address system with speakers on the building and at several points on the range. From the tower, one of the four full-time instructors can survey the moving cars, spot errors and issue instructions through the loud speaker.

Each student receives 30 hours of classroom instruction, 7½ hours of behind-the-wheel experience and 7½



DRIVING RANGE, as seen from air, is well planned area—includes space for practice parking, driving course and combination classroom-garage.

hours observation time. The student spends two hours a day in the classroom. The following day he practices driving on the range. In this way instructors can correlate the range driving with classroom instruction.

After completing the course, students must pass a test, including an hour of driving in city traffic, before they receive a certificate of completion.

At first, public support for the driver education program was weak. Eventually, the public was aroused by publicity from newspapers, television, radio and the speaker's bureau of the Genesee County Traffic Safety Commission.

An additional public relations gesture was a letter from Superintendent Myers to parents of students in the driver training course. The letter described the course as "an opportunity to acquire knowledge in the basic skills of operating an automobile, information on traffic laws, automobile insurance, traffic problems and the responsibility each motorist must assume."

It urged parents to permit their sons and daughters to drive the family car under supervision after they obtained certificates or licenses, and pointed out that continued practice is necessary to the development of a safe driver.

The effectiveness of Flint's driver education is reflected in the following statistics, which show that during the last four years the number of accidents and fatalities for drivers between 16 and 19 has declined.

	All Accidents	Fatal Accidents
1950	514	4
1951	415	3
1952	351	2
1953	597	5
1954	562	4
1955	575	0
1956	358	2
1957	325	1
1958	349	1

In addition, only one of the 8,700 graduates of the driver training course has been involved in a serious accident. She was an innocent passenger in a parked automobile that was struck by another car.

Obviously, persons behind the driver education program do not maintain that it is wholly responsible for the drop in the number of teen-age driver accidents. Sharing the credit for the reduction is an intensive citywide safety campaign which has cut the number of traffic accidents for all ages. But, the course is considered a definite factor in the over-all reduction.

Nor do Flint's backers of driver education pretend that there is any mysterious secret behind their unusual, community-sponsored driver education program.

"Almost any community can have a similar plan," says Cornelia Mulder, health and safety consultant for Flint public schools, who is in charge of driver education.

"There are individuals and agencies in every town and city in the country who are willing and ready to step forward and help. It's only a matter of bringing them together to get things started."

G. M. Vice President To Address Fleet Luncheon

William F. Hufstader, vice president in charge of General Motors' distribution staff, will be the main speaker at an awards luncheon to be held on October 22 in conjunction with the largest contest of its type—the National Safety Council's National Fleet Safety Contest.

The luncheon, which will come during the 47th National Safety Congress, will be held at the La Salle Hotel.

More than 600 persons—winners of the National Fleet Safety Contest award, their guests, and leaders in the field of motor transportation safety—will attend the luncheon, which for the 12th consecutive year will be sponsored by General Motors.

On July 16 and 17 the Institute of Traffic Engineers' committee advising the National Safety Council on administration of the Traffic Engineering section of the Annual Inventory of Traffic Safety Activities held a two day session at NSC headquarters. During the meeting, the committee revised the state report form and evaluated procedures to reflect recent developments and thinking in traffic engineering. It also made policy recommendations on the Inventory to the I.T.E. Board.

Committee members present were, (l. to r.) James Angell, Jr., city traffic engineer, Santa Monica, Calif.; James V. Musick, traffic engineer, State of Ohio; Warren L. Kessler, traffic engineer, Bureau of Traffic, State of Illinois; Fred Potenza, NSC staff; John Baerwald (chairman), associate professor of traffic engineering, University of Illinois; Harry Porter, Jr., NSC traffic department manager; Wallace Grove, city traffic engineer, Worcester, Mass.; David M. Baldwin, executive secretary, Institute of Traffic Engineers; Daniel Hanson, traffic commissioner, St. Louis County, Mo.; William Marston, deputy city traffic engineer, Chicago. Robert Burch, state traffic engineer, Raleigh, N. C., who is not shown in the picture, was also present.

This is just one of the 10 committees from national professional organizations serving the Inventory. These committees have a total of 90 members. Meetings are held during the summer and early fall to plan for next year's program.

Safety-Check Winners Announced

THE CITY of San Francisco and San Diego County, Calif., have been named 1959 grand award winners for conducting the most outstanding city and county vehicle safety-check programs in the nation.

A national board of judges convening in Washington, D. C. on July 21 made the selections climaxing the 1959 National Vehicle Safety-Check for Communities program sponsored annually by the Inter-Industry Highway Safety Committee and LOOK Magazine, in cooperation with the Association of State and Provincial Safety Coordinators.

The Honor Driver Council of Ottawa County, Ohio, has won this year's "Circle of Safety" grand award for conducting the most outstanding teen-age sponsored safety-check. Greeley, Colorado's, Teen-age Safety Council received the "Circle of Safety" grand award for outstanding assistance to a community vehicle safety-check. This was the second win in as many years for the Greeley teen-agers.

National awards of excellence for top city safety-check programs by population groups went to: Portland, Ore.; South Bend, Ind.; Great Falls, Mont., and Greenville, S. C. (tie); Painesville, Ohio, and Thermopolis, Wyo. Painesville and Greenville won the same awards last year.

Counties winning national awards of excellence by population groups were: King County, Wash.; Trumbull County, Ohio; Huntington County, Ind.; Wright County, Iowa (for the third straight year), and Knox County, Mo. Huntington County has won a national award for the last three years. This marks the fourth consecutive national award for Trumbull County.

An additional 50 cities, 11 counties and 30 teen-age groups were selected for awards within participating states.

The national board of judges also commended the state of Indiana, Saginaw Valley, Mich., and London, Ontario, for submitting program entries for safety-checks in their areas, but for which there were no award categories. The judges also commended the many companies, government agencies, and all branches of the military for their nationwide participation in the National Vehicle Safety-Check for Communities.

Award winners were chosen on the basis of effective community effort in encouraging motorists to have their vehicles safety-checked for 10 points affecting safe driving conditions. The national board of judges considered the quality of the safety-check program as shown in scrapbook entries submitted by the communities, as well as the total number of vehicles checked and rechecked in relation to the area's potential.

New Crosswalk Design Speeds Pedestrian Flow

The inevitable clash of groups of pedestrians meeting head-on in the middle of a street on their way to opposite curbs is no longer inevitable in Madison's capitol square.

City traffic engineer John Bunch studied the problem and came to the conclusion that too much time was lost by pedestrians threading their way through other groups moving in the opposite direction. Valuable time could be saved, he thought, if a group going toward one curb did not intermingle with a group moving toward the opposite curb.

Pass to The Right

Using squares of white tile, Bunch designed a crosswalk marking which has the effect of causing one group of pedestrians to pass smoothly to the right of the group coming from the other direction.

It consists of two parallel lines extending from opposite curbs, each "fading out" just beyond the midpoint of the crosswalk. Extending diagonally between them is a line across the entire street. This forms two adjacent "wedges" which, experience has shown, minimizes the conflict between pedestrians and shortens the time required to walk across the street.

HOW UTAH GOT PUBLIC SUPPORT FOR DRIVER EDUCATION

AN ACTION PROGRAM FEATURE

by G. Ernest Bourne

THE development of the driver education program in Utah is the result of years of patient toil and effort on the part of many groups and individuals. What it is today is a clear example, indeed a classic example, of public support in its truest sense. No single individual or agency can, nor should, take credit for its creation.

The need for a program of this nature was suggested by the traffic accident record of the 16- to 25-year age group and the strong belief that driver education would do much in helping to cut down the number of accidents involving this particular age group. We had a limited driver education program in some of our schools, but it was far from satisfactory both in scope and quality.

Cover All Bases

Legislative action was the obvious approach. But the first attempt in 1953 met with failure because adequate preparatory steps were not taken. It clearly demonstrated that a broad and fundamental program such as this required broad and substantial support, and clear evidence of such support, before the legislature would act.

The Utah Safety Council, though disappointed with this initial failure, realized that it was necessary to launch a comprehensive program of public information, with full discussion of all the elements involved, to be better prepared for the next legislative effort.

G. Ernest Bourne is manager of the Utah Safety Council.

The support of the two largest daily newspapers in the state was tremendously encouraging and so, also, was that of the Utah State Board of Education and the Automobile Dealers Association. Progressive steps in gaining the understanding and support of other groups were launched later in 1953, and a special driver education planning committee was formed. This committee was composed of representatives of the Automobile Dealers Association, the Congress of P.T.A., the Utah State Board of Education, the Utah Education Association, the Utah Motor Transport Association, the safety council and other groups.

This committee met frequently and staff assistants from the council and state board of education developed facts, figures and other data on the subject. In the meantime, many public safety meetings included discussions of the needs and objectives. By the time the 1955 session of the legislature met, carefully drawn bills were ready to be introduced.

Influential sponsors in the House and Senate were recruited and fully informed on the subject. When the legislative committees considered them, we were given the opportunity to testify. Financing of the program was included in one of the two bills which had to be introduced. It was proposed at that time that the Uniform School Fund Act would be used as a source for such funds.

The other bill was one authorizing the schools to adopt the program and also providing incentives to students for enrollment. The House passed both bills unanimously, but the financial measure ran into trouble in the Senate. The Uniform School Fund Act was not deemed the proper source by the Senate and they defeated this phase of the legislation, but a duty was assigned to the state board of education to draw up minimum standards and regulations.

Under a special driver education advisory committee set up by the state board of education, at our urging, under this law, the minimum standards for the program were established. This committee was in session four consecutive days and was completely representative of all interests concerned. Russell I. Brown, at that time with the National Safety Council, and Marland K. Strasser, Association of Casualty and Surety Companies, assisted us as consultants.

Everything But Money

The statewide program got under way with the start of the school year. This was a significant step forward, but the program was not nearly as extensive as we needed. The financial obstacle still remained. General acceptance of the idea had, however, been gained. The schools were ready, the public was ready, the teen-agers wanted it, but existing budgets couldn't support the program.

By 1956 the financial obstacle was clearly defined, and another driver education conference was held in the spring of that year. An agreement was reached on a proposal to assess a dollar upon annual registration of each motor vehicle. But this fee would be separately identified as a driver education fee and not part of the

regular motor vehicle registration. This procedure would avoid dipping into the motor vehicle registration fund, used by the counties and cities of the state for road building purposes. Thus we obtained the support of the powerful County Officials' Association and the Municipal League. The recommendation of this conference was further strengthened by the recommendation of the Utah delegation to the San Francisco Regional Conference of the President's Committee for Traffic Safety in 1956.

The recommendations of these conferences were also bolstered by formal resolutions adopted in meetings by the various associations, and pledges of the auto dealers that each shool offering the program could depend upon receiving the necessary automobiles. All that remained then was to draft the necessary legislation and introduce it at the 1957 session. This was done by the Legislative Committee of the Utah Safety Council and the tireless professional help of the attorney for the Utah Municipal League. The legislation was passed. Financial reimbursement to the schools, under the law, is conditional upon compliance with all the regulations and minimum standards. There was the usual work to do, as with any legislation, in securing its passage. But it was not by any means a really difficult task.

Today we have a statewide program of driver education, with 90 per cent of the schools participating and more than 80 per cent of the eligible students enrolled in the approved program. Utah was given one of the six top awards in the award program conducted by the Association of Casualty and Surety Companies.

I want to emphasize that this was a team effort to which many individuals and groups contributed in various and significant ways. There was much detail work involved. There were discouragements, and there were delays. But the end result clearly demonstrated to us that if the objective is worthy and the public at large are fully informed they will give their support. By the same token, a unilateral effort on the part of a single group has doubtful chance for success.

UTAH SAFETY COUNCIL subcommittee which worked out details of legislation: l to r, L. A. Bleyl, A. L. Taylor, G. E. Bourne, V. Hall, I. S. Noall.

UTAH GOVERNOR receives top driver education award. Marland K. Strasser, right, presents bronze plaque award to Governor George D. Clyde. Award was made at joint session of Utah legislature in February.

KEY PEOPLE in Utah's push for driver education law: back l to r, V. Hall, M. K. Strasser, O. Gunther, G. E. Bourne, A. M. Ferro, front l to r, E. J. Strong, I. S. Noall, B. Etherington and Mrs. A. Stark.

HOLIDAY HAZARDS

IF YOU could conjure up the Ghost of Christmas Past, he'd tell you the sad, true story of the thousands of families whose Christmas season was destroyed by a holiday traffic accident. And the real pity is that most of these "accidents" are preventable. With this in mind, public spirited groups are working to make Christmas a more enjoyable time for everyone.

THE CHURCHES

WHAT has been called the oldest and the newest approach to traffic safety, the religious emphasis program, has now proved itself. It has been found to be a strong link in the accident prevention chain. All religions include in their doctrine the injunction, "Thou shalt not kill." Standing on this common ground, religious leaders, both national and local, have combined their efforts to press forward safety programs. Because Christmas is essentially a religious holiday, church leaders are conducting a nationwide religious emphasis traffic safety campaign. You can support this campaign through the church of your choice.

COMMUNITY ORGANIZATIONS

COMMUNITY-WIDE organizations, because they are centers of organized influence, can do a great deal to alert every citizen to the heightened menace of traffic accidents during what should be a season of unruffled joy. Working in liaison with safety organizations and public officials, civic and service clubs have demonstrated many times the effectiveness of their work in safety campaigns. You can urge the organizations of which you are a member to serve the community in the spirit of Christmas by joining in the fight to save lives at a crucial and most meaningful time.

BUSINESS GROUPS

BUSINESS groups and individual business leaders have been instrumental in taking the menace out of office parties. Many have banned alcohol from the office party. Some now take the money that would ordinarily be spent on an office party and use it instead to make a donation or a needed permanent gift to a deserving charitable institution. Many have made the office party a genuine Christmas party by making it a non-alcoholic family affair aimed at the employe's children. This serves the double purpose of helping sober employes to get home safely, and of preserving for the children the excitement and wonder of Christmas which is so easily destroyed by drinking parents.

NEWS MEDIA

COOPERATION of radio, TV and newspapers with safety groups and public officials has spelled success for many a holiday hazards campaign. The news media can be most effective if they have the assistance and guidance of the groups listed above. They will get your Christmas safety story to the public. You have to make it a good one.

THE POLICE

THE police need your help to put their best enforcement foot forward. "Selective enforcement" can be the key factor in the attack on holiday accidents. Many communities make holiday periods special traffic alert periods. The police turn out in full strength and put the emphasis on preventive enforcement—catching drunks *before* they get in their cars and putting them in cabs, for example.

CHRISTMAS DRIVING PRESENTS SOME SPECIAL PROBLEMS

Christmas Eve is the crucial period in the holiday accident picture. Experience has shown that about twice as many people are killed on Christmas Eve as on Christmas Day.

THE REASON?

- A disproportionate number of drinking drivers are on their way home—most of them from office parties.
- Studies have shown that on a year round basis, about 30 per cent of all fatal accidents involve drinking drivers.
- At Christmas, the percentage almost *doubles* —about 55 per cent of the holiday accidents involve drinking drivers.
- In their haste to get home for Christmas, too many people are driving too fast for conditions.
- Again, on a year round basis, about 38 per cent of all fatal accidents involve speed too fast for conditions.
- At Christmas, this percentage almost doubles —about 75 per cent of all holiday fatal accidents involve speed too fast for conditions.

THE WORST HOURS?

The period from 6 p.m. to midnight Christmas Eve is the most dangerous time of the holiday. These six hours claim an average of 12 deaths an hour compared to an average of less than five deaths an hour during the next 24 hour period, studies have shown.

THE ODDS?

According to reliable studies, a driver's chances of getting into an accident are three to 10 times greater after more than one cocktail or one bottle of beer. The effect is there whether he feels it or not.

NO, MR. SCROOGE IT'S NOT HUMBUG

Public Education in your community program. The following tips, if sold to the public, will save lives:

DRIVERS:

- Come to a complete stop at stop signs.
- Don't drive or walk in traffic after drinking.
- Follow other vehicles at a safe distance.
- Stay alert, concentrate on driving.
- Slow down in bad weather, adjust to conditions.
- Dim headlights on the highway even when oncoming driver doesn't. Look at right shoulder to keep control.
- Yield right-of-way to pedestrians in crosswalks.
- Don't pass a car stopped to let a walker cross.
- Stay on own side of the road at intersections, grade crossings, no-passing zones and on hills and curves.

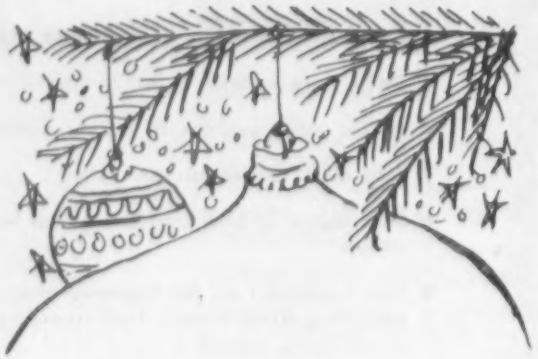
WALKERS:

- Obey traffic signals and signs.
- Cross at intersections only.
- Look left and right for traffic while crossing.
- Watch for turning cars before crossing.
- Never walk into the street from between parked cars.
- If you must walk on the road, walk on the left facing traffic.
- Wait on the sidewalk for the proper time to cross the street.
- At night, wear or carry something white or reflectorized to help drivers see you.
- While crossing streets, don't obscure your view with packages, an umbrella or a hat.

Reprints of this fact sheet are available. Stock No. 329.96-6

BOOSTERS

USE THESE AIDS



GIVE A LIFE FOR CHRISTMAS

The National Safety Council is preparing a special Christmas Holiday Safety Campaign kit to help you join in an intensive nationwide Christmas campaign to cut the Christmas accident toll.

The kits will be available about October 15. Send requests to: Christmas Holiday Safety Campaign, National Safety Council, 425 N. Michigan Ave., Chicago 11, Ill.

HOLIDAY HAZARDS PROGRAM AIDS

FILMS

The Miracle of Christmas—12 min., b&w. Safety for all will come when we learn to carry the Christmas spirit into every aspect of our lives. Christmas revellers under the influence of holiday "spirits" demonstrate how not to celebrate Christmas. Designed to impress drivers with the need for adopting the proper community spirit. University of Illinois Visual Aids Service, Division of University Extension, Champaign, Ill.

Death Lasts So Long—14½ min., b&w. Professional driving pointers based on the leading statistical causes of death, with emphasis on drunken driving as accident cause. Washington State Patrol, State Capitol, Olympia, Wash.

Split Second—13 min. b&w. Shows results of reaction time tests before and after one drink. North Carolina Dept. of Motor Vehicles, New Bern Ave., Raleigh, N. C.

How To Drive On Snow and Ice—12½ min., b&w. Tells principals of safer driving in severe winter conditions. Sciberling Rubber Co., Akron 9, Ohio.

A Drop Too Much—14 min., color and b&w. Puppetry treatment of motorcyclist whose accident was caused by drinking. Rembrandt Films, 15 E. 48th St., New York 17, N. Y.

MATERIALS

ORDERS FOR POSTERS SHOWN CANNOT BE SHIPPED UNTIL AFTER DECEMBER 1

NSC AIDS

Happy Holiday—Don't Let an Accident Spoil It—A special leaflet for the Christmas-New Year holiday season to remind all drivers that driving is especially hazardous at this time and that drinking and driving can lead to tragedy. Two colors, 4 pages, 3"x5". Stock No. 399.41. Pkgs. of 100 each: 1, $2.20; 10, $1.40; 50, $1.10; 100, $1.05; 200, $1.00; 1000, $.95; 2000, $.90.

Holiday Hazards—A TRAFFIC SAFETY fact sheet which appears on page 26 of this issue. Stock No. 329.96-6. Pkgs. of 50, $3.90; 100, $5.35; 500, $15.00; 1000, $28.00.

And Then There Was One—A four page leaflet dealing with the effects of speeding. Stock No. 391.51. Pkgs. of 100 each: 1, $2.50; 10, $2.00; 50, $1.80; 100, $1.60; 200, $1.40; 1000, $1.20.

Now's the Time To Say No!—A four page leaflet dealing with the problem of drinking and driving. Stock No. 391.69. Pkgs. of 100 each: 1, $2.50; 10, $2.00; 50, $1.80; 100, $1.60; 200, $1.40; 1000, $1.20.

Do a Good Turn—Wait—A four page leaflet aimed at the pedestrian. Stock No. 391.45. Pkgs. of 100 each: 1, $2.50; 10, $2.00; 50, $1.80; 100, $1.60; 200, $1.40; 1000, $1.20.

Smart Headwork For Lifesaving Footwork—A quiz book for pedestrians which gives the facts, a lot of them, about pedestrian safety. Four colors, 16 pages, 5¼" x 7¼". Stock No. 399.52. Each: minimum order 50, $.06; 500, $.05; 1000, $.045; 5000, $.04; 10,000, $.035; 20,000, $.032.

Include title and stock number in all orders.

TRAFFIC POSTERS FOR JANUARY POSTING

©NATIONAL SAFETY COUNCIL

T-1480-C 25"x38"
T-1481-A 8½"x11½"

©NATIONAL SAFETY COUNCIL

T-0912-B 17"x23"

©NATIONAL SAFETY COUNCIL

T-1209-C 25"x38"
T-1210-A 8½"x11½"

©NATIONAL SAFETY COUNCIL

T-1267-B 17"x23"

PRICES FOR ABOVE POSTERS

Traffic Posters—T-prefix to number

	1-9	10-99	100-999	1000-4999*
A Size	$0.17	$0.12	$0.07	$0.06
B Size	.30	.20	.165	.132
C Size	.40	.30	.24	.22

YOUR CREDIT LINE can be imprinted at time of the press run on Traffic B and C posters only. Orders for imprints on October posters above must be received by September 15, 1959.

Imprinting charges for these posters are $2.25 per lot plus an initial charge for each electroplate of $21.00 for C poster imprint and $12.50 for B poster imprint.

*Write for prices on quantities of 5,000 or more for special rates on annual poster orders.

PRICES SHOWN ARE SUBJECT TO A DISCOUNT OF 10% TO NATIONAL SAFETY COUNCIL MEMBERS

FLEET POSTERS

POSTER PRICES

Posters illustrated on these pages are included in the automatic Motor Transportation poster services. Automatic poster sets are available on yearly subscription that provides (4) subjects per month viz. (2) "A" size (8½"x11½") and (2) "B" size (17"x23"). Automatic service is provided in the following categories:

City Truck	City Bus	Annual price 1 set only, $10.00; 2-9 sets, $9.30; 10 or more sets $8.20.
Intercity Truck	Intercity Bus	
Sales Truck	Taxicab	
Truck Terminal	Bus Terminal	

Posters are available for individual selection at the following prices:

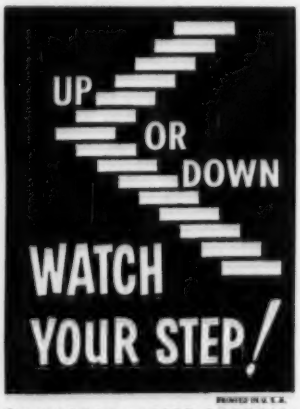
	1-9	10-99	100-999	1000-4999*
A size, any selection	.17	.12	.07	.06
B size, any selection	.32	.23	.195	.155

All prices shown are subject to a 10% discount to National Safety Council Members. *Write for prices on quantities of 5,000 or more. See page 29 for prices of posters with T-prefix.

V-1728-B 17x23

1471-A 8½x11½

0994-B 17x23

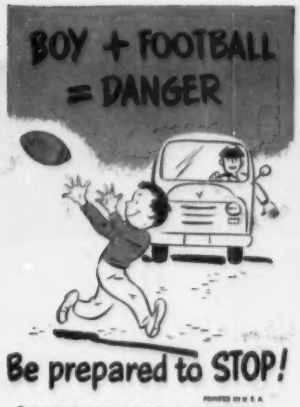


1060-A 8½x11½

1415-B 17x23

9352-A 8½x11½

1352-B 17x23



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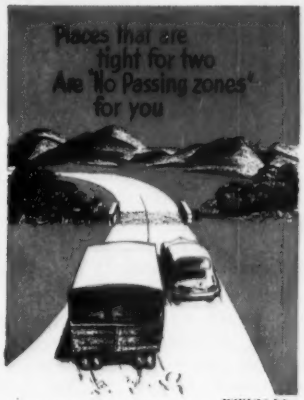
V-1729-A 8½x11½

V-0897-A 8½x11½



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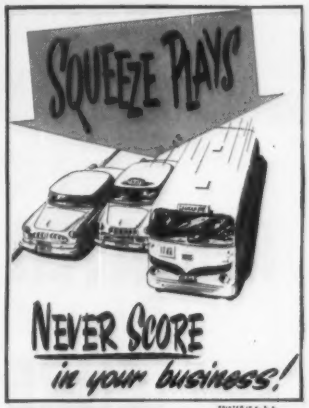

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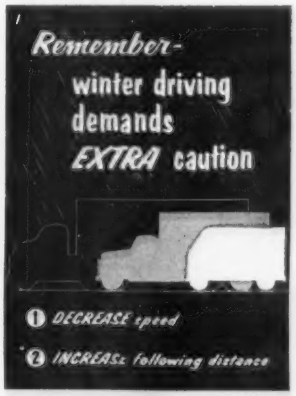
V-1403-B 17x23

V-0896-A 8½x11½



V-1264-B 17x23

V-0698-A 8½x11½

AN ACCIDENT REPEATER TAKES THE CURE

by William Runyon

C.T.A.'s retraining program salvages a problem driver—turns an accident repeater into a skilled bus driver.

MARTY, a Chicago Transit Authority bus operator, slams on the brakes as a sleek 1959 convertible pulls in front of his bus. The bus bumps into the car, ruffing up some chrome. Almost immediately, the irate motorist jumps out and comes charging toward the bus.

This is Marty's fourth minor accident this year. He can think of just one thing: "This is it. Now I'll be fired for sure!"

He's plenty worried when he reports to his station superintendent. Remembering his promises—following each of his previous accidents—to "be more careful from now on," he figures it will be pretty hard to get the boss to give him another chance.

The boss remembers the promises too. With such a record, Marty's ability as a driver is questionable. However, CTA has a policy of making an all-out effort to turn accident repeaters into good drivers.

The boss decides to give Marty his chance.

Why does the Chicago Transit Authority, which operates one of the world's largest bus fleets and employs more than 7,000 drivers, take time out to help a bus operator who has failed to measure up to the standards?

Why not merely discharge an accident repeater?

CTA feels that remolding a deficient driver into a defensive driver is better than going to the expense of training a new man. Of course, this process also reduces turnover.

This premise is held by John Baker, superintendent of the transit organization's Training and Accident Prevention Department which set up the program. To point out retraining's effectiveness, Baker can refer to figures which show an approximate 70 per cent reduction in the accident frequency rate of CTA bus operators who have taken it.

Handling the program is a group of instructors who are experts at helping drivers overcome bad driving practices.

Typical of these men is Ward Chamberlain. Beginning his transit career in 1946, Ward spent five years as a streetcar conductor and another five years as a bus operator. Subsequently, he became a street supervisor before assuming his present job as instructor of both retrainees and newly hired men.

His years "on the cars" and on buses have taught him the ins and outs of a transit operator's job. He understands full well what problems and difficulties an operator may face.

Because of the talent of such men as Ward, Marty's superintendent feels there's a pretty good chance that Marty can be helped to improve his driving habits.

In Marty's presence, the superintendent telephones the training center at Limits station and makes the arrangements.

When Marty reports to the training center office, Ward makes him feel completely at ease. He offers him a smoke and engages him in small talk. Marty seems quite relaxed.

However, a casual question about his family brings a change of expression. Marty's smile disappears.

"My family's fine except for my boy. He's not well at all. He came down with polio last year and now he's got rheumatic fever."

Further discussion fills in the details of financial difficulties and other problems occasioned by the child's illness.

Root of Trouble

The retraining instructor now realizes that Marty's family troubles prey on his mind almost constantly. It's easy to conclude that he has a hard time concentrating on his driving.

It's not unusual for a retrainee to reveal such personal matters as family and financial worries to an instructor. If the man has such problems, the instructor can assist him to the extent of advising him to seek help for difficulties in family relationships through his pastor, a marriage counselor or other persons trained to deal with such matters. The instructor can suggest that the man ease his financial troubles by borrowing money from a reliable loan agency such as the Credit Union, which has branches at almost all CTA operating stations.

Since it's evident that Marty needs outside help to solve his problems, Ward advises him to obtain such assistance as soon as possible. The operator agrees to follow the instructor's suggestions.

Sometimes, the instructor will get a man who, at this stage, reveals a "bullheaded" attitude and refuses to admit his mistakes or accept constructive criticism. Such a person gains little or nothing from the retaining course and usually ends up by being discharged.

Ward decides, however, that Marty, like most operators, wants to be helped.

Presently, he produces a miniature street diagram board and a number of miniature vehicles.

"Marty, let's go over your last accident," he says. "Show me with these little cars on this board just what happened."

The operator demonstrates to Ward that the car in question had passed his bus on the right and then swung into the bus lane.

"It all happened so fast that I didn't have time to do anything but slam on the brakes," Marty asserts.

As the operator continues discussing the accident, the instructor listens without comment. He notes that Marty, while trying to put himself in

William Runyon is a member of NSC's motor transportation department staff.

FIRST PHASE of retraining is in off-street practice area. Flags are set up marking practice route. Backing maneuver (R) takes skill in tight area. Flag signals error.

a favorable light, willingly gives all the facts he remembers.

Ward has Marty go over his three previous accidents in the same manner. "What do you think are some of the things you might have been doing to get involved in these accidents?" Ward asks when the operator finishes.

"Well, I should have signalled for the turn in that one accident where the car hit my bus. Guess I wasn't paying attention to business then—or when I sideswiped the pickup truck pulling out of the parking place."

"What about that accident in which your bus skidded on the wet pavement and hit that station wagon? Could you have avoided that skid?"

"Yes, I guess I could if I had gone slower."

"I have an idea you generally go too fast, and you don't always pay enough attention to what you're doing."

Thus far, Ward finds, Marty is beginning to understand why he was involved in these accidents—to recognize his failings and to realize what he might have done to prevent them.

He feels it's time for Marty's initial performance ride. "Just drive as you normally would," Ward says. "Forget I'm riding with you." Ward knows if Marty is relaxed, he'll more readily betray faulty driving habits.

The two travel in traffic over some of Chicago's narrowest and most congested streets in a route from Limits station down through the Loop business and shopping district, and then northwest to CTA's North Ave. bus garage.

Marty is compelled to make turns in areas of narrow clearances and to weave his way around cars and trucks.

As Marty drives, Ward says nothing when he feels the operator takes the wrong action. However, he notes such actions on a handy checklist, specially prepared for the purpose by CTA.

He checks Marty's ability to maneuver his bus and drive defensively in the following circumstances:

1) Approaching intersections.
2) Pulling into loading zones.
3) Making a stop where loading zone is blocked by parked vehicles.
4) Standing at intersections or in loading zones.
5) Traveling into the intersection.
   a) Before starting.
   b) While starting.
   c) If moving straight ahead.
   d) If making left or right turn.
6) Operating between intersections.
   a) When there are vehicles ahead or behind.
   b) When vehicle approaches from opposite direction or angle.
   c) When there are vehicles passing or being passed.
   d) When the bus approaches and passes fixed objects.
   e) While approaching pedestrians in mid-block.

After the performance ride, Ward goes over the checklist. He finds that, in maneuvering, Marty:

1) Generally travels too fast for conditions and thus is obliged to apply his brakes hard to avoid hitting pedestrians or colliding with slower-moving vehicles ahead of him, or to come to stops at intersections.
2) Does not pull far enough into loading zones when cars are parked adjacent to these zones.
3) Begins making right turns too far out from the curb, and thus allows a vehicle to approach on the right-hand side.

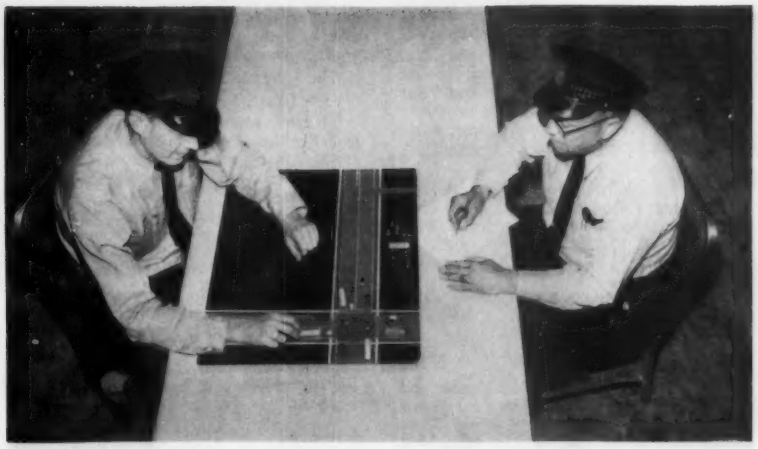
As far as defensive driving is concerned, Marty:

1) Fails to utilize his side and rear-view mirrors to the fullest extent to check if the street to his rear, alongside and ahead is clear.
2) Fails, on one occasion, to start up promptly after the light turns green and, on another, fails to switch on turn signal lights until he is just about in the act of turning.

CTA retraining instructors have found these shortcomings in a great number of bus operators who go through retraining. They also find the following to be common bad driving habits:

1) "Bulling" one's way from loading zones into traffic lanes.
2) Not using hand signals in addition to lights to signify, in a courteous manner, one's intention to make the move from a loading zone into traffic.
3) Following vehicles ahead too closely.
4) Not keeping sufficient clearance between operator's bus and other objects, stationary or moving.
5) Straddling center lane.
6) Blocking crosswalks and thus forcing pedestrians into lane of cross-traffic.
7) Not checking parked cars for signs of occupancy.
8) Can be easily distracted.

DURING PRACTICE RUN driver guides bus smoothly in and out of traffic. Bus (R) shows improper stop. Sharp angle obstructs traffic behind.



TRICKY TURNS are made easier by dash lines which CTA has painted on street at danger spots in city. Driver (L) reconstructs accident for instructor, discusses errors.

Ward diagnoses Marty as an operator who neither maneuvers his bus nor practices defensive driving as well as he should. Now he's ready to apply corrective measures. The two go to the practice area. Here Ward has Marty perform five maneuvers in an out-of-service bus. These maneuvers are representative of those required during the course of an average bus run.

Ward places eight poles, each topped with a pennant, over numbered triangles painted on the asphalt pavement so that they form two parallel lines. Marty pulls up in his bus.

"In this first maneuver," says Ward, "I want you to keep your left wheel on that painted line. Make a nice smooth stop at the end marked by those last two flags, and don't hit any along the way."

Marty keeps the front wheel on the line, but comes to a fast, jerky stop.

Meeting the operator at the finish line, Ward says, "You kept your wheel on the line all the way down, but that stop you made could have knocked a passenger off balance. Try the same thing again, and let's see you make a smoother stop."

Marty goes through the same maneuver three times more before Ward is satisfied.

The next two maneuvers prove to Ward even more conclusively that one of Marty's troubles is driving too fast for conditions. In one of these maneuvers, Marty steers his bus through a "limited" area marked by the flags. This action simulates steering around a double-parked automobile. In the other maneuver, he endeavors to make a smooth stop from 25 m.p.h. within a prescribed distance.

While traveling through the "limited" area, Marty brushes the bus against one of the flags.

"If you wouldn't go so fast, you'd have more time to turn your steering wheel, have better control of your bus and could clear that flag easily. Suppose that were a car there instead?" says Ward.

In stopping from 25 m.p.h., Marty shows that his reaction time is adequate. However, he applies his brakes too hard again and actually stops short of the required distance. Again Ward admonishes him to drive more slowly.

Still another maneuver is to determine whether or not Marty recognizes the front and rear extremities of the bus and the location of the front and rear wheels in relation to his position behind the steering wheel. Ward finds that Marty misjudges slightly in each case, but always thinks the bus is longer than it is. Therefore, he pulls up short when told to judge the front wheels' and front bumper's positions, and pulls up too far when judging the rear wheels' and rear bumper's positions.

Ward feels misjudging may explain Marty's failure to pull all the way into a loading zone when parked cars are adjacent to it.

"You don't like to get too close to other vehicles next to a loading zone, do you?" he asks.

"No, I don't," Marty admits.

"You're playing it safe, anyway. But it shows me why you didn't pull all the way into the loading zone this morning. Let's go over this maneuver again."

Marty repeats the action several more times and finally he shows that he can "locate" his wheels and bumpers with a high degree of accuracy.

The fifth maneuver is hardest: pulling in and out of, and then backing in and out of, a limited area. This operation simulates making turns into, backing into and out of streets with limited clearances.

With some difficulty, Marty makes both right and left turns into the prescribed area marked by flags.

"You start turning too far away from the flags that indicate the curb," Ward tells him. "No wonder you were hit by that car when you were turning right. You leave that side wide open. Next time, I want you to 'sew up' that corner."

" 'Sew up' the corner? How do I do that?"

"If you're as close to the curb as you should be, the rear of your bus acts as a pivot point and keeps anyone behind from passing you on that side. Try it again."

Marty finds to his surprise that he can turn his bus easily by using the method Ward describes.

Next, Marty tries backing into and out of the limited area. Again he runs into difficulty and knocks down several flags.

"Marty, I can see that you're not using your side and rear-view mirrors properly. You should be able to see everything in front of you as well as

To Page 49

MAIL BAG

Auto and Bottle

▸ An "Amen" to your comments on Lejon Vermouth's advertising and safety. I'm not a prohibitionist but I, like others, resent the dropping standards of liquor advertising.

Highway accidents are caused, in part, by drunken driving. The situation is so serious that the courts are crowded, the hospitals filled, in part at least because of the unwise use of liquor.

Beer and baseball are combined in the minds of children. Some think that baseball is merely an entertainment made possible by beer's sponsorship in television.

The beautiful pictures in the liquor advertising are not duplicated in the scenes in taverns, court rooms, hospitals, and divorce and bankruptcy courts.

I hope that the couple in the Mercedes-Benz made it home safe . . . though it would be difficult, in modern traffic if the two of them "killed" the whole bottle shown in the advertisement.

G. F. ALCOTT
Bloomington, Ill.

▸ I was most interested in your article, "Taboo or Not Taboo," dealing with advertising and safety.

Whilst I appreciate the hair tearing that must go on in Madison Avenue and Fleet Street in search for a product presentation which is "different," I, nevertheless, wonder to what extent some of the recent efforts contribute toward accidents.

Quite recently in this country, we had ads showing a car overtaking a truck on a bend in the face of oncoming traffic. This was captioned, "In a hurry you need . . . tyres." Surely, as dangerous as advertising could be.

JAMES TYE
Administrative Director
British Safety Council
London, England

▸ Regarding the ad of the Vermouth and car, of course I can't resist my two cents worth. This ad contains two things I use all the time in my film work, a patch shot and a sub shot. Combined, they are sure-fire.

A patch shot is my term for something that catches the eye and lends an air of distinction or unusualness. (Such as the eye-patch in the famous Hathaway shirt ad.) Here, it is the umbrella.

A sub shot is my term for subliminal sell. Here, it is the dashing little foreign car on a very high hill and all that it implies—youth, gaiety, adventure, and generally high spirits.

The sub sell here is that Vermouth and all the car implies go hand in hand.

To the young and inexperienced, especially, the obvious bottle-and-car pitch is exactly that—obvious. To the more experienced the obvious is combined with the subliminal and it is even more potent. Therefore, I certainly do agree that this ad encourages the public attitude that there is nothing dangerous and certainly nothing morally wrong in combining the two.

As to what to do about it, certainly we should object. But in addition, we should do plenty of patch-and-sub advertising ourselves. Just standing on the sidelines and objecting won't do the job. We have to get in there and fight with the same weapons.

LINDA SHULER
Linda Shuler Productions
Dallas, Tex.

▸ The Advertising Agency presumably responsible for this "idea," acted indiscreetly in introducing a format associating an intoxicating liquor with driving.

Arguments pro and con on the subject

To Page 44

Before you specify, consider how operating efficiency will be increased and long-life low cost performance assured, with these important Baughman ice control features:

LUBE-IMPREGNATED CHAIN DISCHARGE . . . a Baughman exclusive, positively insures greater corrosion resistance and virtually eliminates chain freezing.
TOUGHEST CHAIN DISCHARGE of any ice control body . . . total test strength of 40,000 lbs.
STRONGEST BODY MADE . . . with reinforced top edge, extended side jacks and internal bracing for full body support.
FEWER WORKING PARTS . . . less maintenance, yet positive spreading with even, quick, safe discharge.

WRITE TODAY for illustrated Bulletin A-408-B.

Better Service Through Better Engineering.
Service and Parts from 200 Service Branches.

BAUGHMAN

BAUGHMAN MANUFACTURING CO.

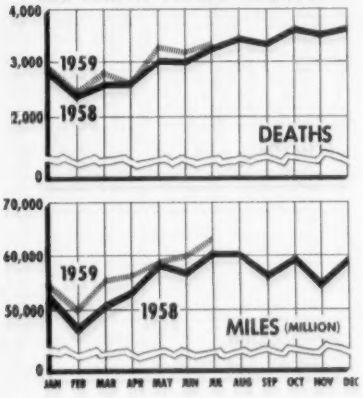
228 SHIPMAN ROAD **JERSEYVILLE, ILL.**

Circle Item No. 15—Reader Service Card

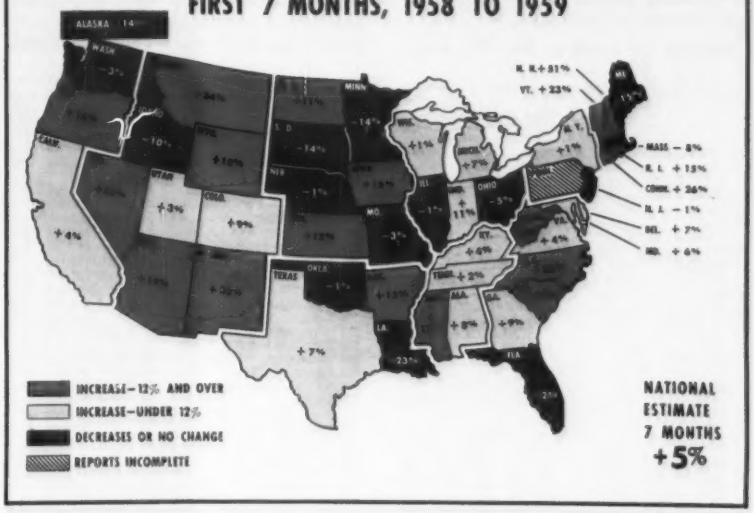
From Page 6

Group III (500,000 to 750,000)		
Minneapolis, Minn.	1.5	5.9
Seattle, Wash.	1.5	7.5
Milwaukee, Wis.	2.0	7.0
Group IV (350,000 to 500,000)		
Indianapolis, Ind.	1.5	7.0
Denver, Colo.	1.8	8.7
Memphis, Tenn.	2.2	6.3
Group V (200,000 to 350,000)		
Rochester, N. Y.	0.5	2.0
Toledo, Ohio	0.7	3.0
Wichita, Kan.	0.7	4.6
Group VI (100,000 to 200,000)		
Peoria, Ill.	0.0	0.0
Lincoln, Neb.	0.0	0.0
Canton, Ohio	0.3	1.4
Group VII (50,000 to 100,000)		
Cedar Rapids, Iowa	0.0	0.0
Racine, Wis.	0.0	0.0
Muskegon, Mich.	0.0	0.0
Group VIII (25,000 to 50,000)		
Billings, Mont.	0.0	0.0
Wyandotte, Mich.	0.0	0.0
Vancouver, Wash.	0.0	0.0
Group IX (10,000 to 25,000)		
Englewood, Colo.	0.0	0.0
Santa Cruz, Calif.	0.0	0.0
Salinas, Calif.	0.0	0.0

MONTHLY MOTOR VEHICLE DEATHS AND TRAFFIC TRENDS 1958-1959



CHANGES IN MOTOR-VEHICLE DEATHS FIRST 7 MONTHS, 1958 TO 1959



MOTOR VEHICLE DEATHS AND CHANGES

Months	DEATHS				PERCENTAGE CHANGES				
					Corresponding Month			4 Mos. Mov. Ave.*	
	1956	1957	1958	1959	1956-1957	1957-1958	1958-1959	1957-1958	1958-1959
January	2,954	2,882	2,770	2,880	— 3%		+ 4%		0%
February	2,652	2,508	2,360	2,410	— 9%		+ 2%		— 1%
March	2,940	2,843	2,560	2,790	— 5%		+ 9%		+ 2%
April	2,970	2,933	2,580	2,610	—12%		+ 1%		+ 4%
May	3,094	3,065	3,010	3,250	+ 5%		+ 8%		+ 5%
June	3,338	3,302	3,000	3,150	— 6%		+ 5%		+ 6%
July	3,555	3,308	3,210	3,340	— 6%		+ 4%		+ 5%
7 Mos.	21,503	20,841	19,490	20,430	— 5%		+ 5%		
August	3,535	3,635	3,450			— 5%		— 5%	
September	3,653	3,365	3,330			— 1%		— 5%	
October	3,476	3,466	3,600			+ 3%		— 1%	
November	3,603	3,620	3,510			— 4%		— 1%	
December	3,858	3,773	3,620			— 3%		— 1%	
Total	39,628	38,702	37,000						

All 1956 and 1957 figures are from the National Office of Vital Statistics. The 1958 and 1959 figures are National Safety Council estimates.

The 1959 national estimate is arrived at by assuming that the percentage change from 1958 to 1959 in the states reporting for both years reflects the 1958-1959 change in the entire country. First reports are preliminary, so revisions are made from time to time as later reports are received for the various months. Thus, figures above for 1959 may differ slightly from figures for the same months which will be published in future issues of TRAFFIC SAFETY.

*Four Months Moving Average is based on changes between the totals for four months instead of one month. For example, the April figure shows the change between the totals for January-April 1958 and January-April 1959, etc. Adding several months together tends to smooth out single month changes which may be affected by differences in the number of weekends in a month from one year to the next, random variations, etc.

TRAFFIC DEATHS—CITY RECORDS

The table covers only motor-vehicle deaths resulting from traffic accidents that occurred in the city. Nontraffic motor-vehicle deaths (where the accident occurred on home or work premises) are not included, nor are deaths in the city from accidents occurring outside.

Rankings are based on the 1959 registration death rate which is the number of deaths per 10,000 registered motor vehicles on an annual basis. Vehicle registration figures are for the year 1958 and were supplied by R. L. Polk & Company.

Cities are ranked by registration death rates—from low to high. When two or more cities have exactly the same rate, ranking is by total vehicle registrations—from large to small.

Cities shown in heavy type have improved in 1959 compared with 1958.

The population death rate is the number of deaths per 100,000 population on an annual basis. Populations are as of April, 1950, or later censuses taken by the U. S. Bureau of the Census.

	Seven Months 1959	1958	1957	1959 Reg. Rate	1959 Pop. Rate
ALL REPORTING CITIES				2.2	8.4
Group I (1,000,000 and over)					
1. Los Angeles, Calif.	188	205	221	2.7	14.4
2. Chicago, Ill.	165	161	180	2.8	7.5
3. Detroit, Mich.	102	87	107	2.8	9.1
4. Philadelphia, Pa.	83	87	96	2.8	6.8
5. Baltimore, Md.	59	71	55	3.2	9.8
All cities in this group				3.4	9.0
6. New York, N. Y.	392	355	322	4.9	8.6
Group II (750,000 to 1,000,000)					
1. St. Louis, Mo.	40	51	45	2.5	8.0
All cities in this group				2.8	9.0
2. Washington, D. C.	35	31	39	2.9	7.3
3. Cleveland, Ohio	50	50	67	2.9	9.2
4. San Francisco, Calif.	52	35	48	3.1	11.5
Group III (500,000 to 750,000)					
1. Minneapolis, Minn.	18	27	24	1.5	5.9
2. Seattle, Wash.	25	39	22	1.5	7.5
3. Milwaukee, Wis.	29	25	23	2.0	7.0
4. Dallas, Tex.	34	42	35	2.0	10.0
5. Buffalo, N. Y.	27	38	32	2.1	7.8
6. Pittsburgh, Pa.	25	37	28	2.1	6.3
All cities in this group				2.4	9.3
7. Cincinnati, Ohio	32	25	34	2.7	9.5
8. Houston, Tex.	68	55	52	3.0	16.4
9. New Orleans, La.	32	38	52	3.0	9.1
10. Boston, Mass.	32	54	30	3.2	7.6
11. San Diego, Calif.	44	49	32	4.1	15.0
Group IV (350,000 to 500,000)					
1. Indianapolis, Ind.	19	18	23	1.5	7.0
2. Denver, Colo.	24	26	18	1.8	8.7
3. Memphis, Tenn.	18	14	18	2.2	6.3
4. Portland, Ore.	26	21	21	2.2	10.8
5. San Antonio, Tex.	29	27	33	2.4	10.9
All cities in this group				2.6	10.5
6. Louisville, Ky.	26	26	21	2.9	10.9
7. Oakland, Calif.	28	25	31	3.1	12.2
8. Birmingham, Ala.	30	22	23	3.7	14.4
9. Atlanta, Ga.	42	45	43	3.9	14.6
Group V (200,000 to 350,000)					
1. Rochester, N. Y.	4	13	12	0.5	2.0
2. Toledo, Ohio	6	10	19	0.7	3.0
3. Wichita, Kan.	6	7	11	0.7	4.6
4. Dayton, Ohio	10	15	13	1.3	5.7
5. Flint, Mich.	8	8	9	1.3	6.4
6. Norfolk, Va.	7	14	6	1.3	4.1
7. Grand Rapids, Mich.	9	9	12	1.4	7.3
8. Long Beach, Calif.	13	16	32	1.5	6.6
9. Oklahoma City, Okla.	13	16	10	1.5	7.8
10. Providence, R. I.	8	10	13	1.5	5.5
11. St. Paul, Minn.	14	20	16	1.7	7.7
12. Syracuse, N. Y.	8	5	4	1.8	6.4
All cities in this group				1.8	8.2
13. Fort Worth, Tex.	19	19	18	2.1	9.9
14. Richmond, Va.	14	16	11	2.1	10.1
15. Miami, Fla.	28	27	22	2.3	18.1
16. Tampa, Fla.	18	15	13	2.5	11.4
17. Jacksonville, Fla.	15	24	12	2.6	10.3
18. Omaha, Neb.	18	14	12	2.7	11.1
19. Akron, Ohio	20	29	34	2.7	11.1
20. Worcester, Mass.	14	7	7	4.2	11.8
21. El Paso, Tex.	23	22	14	5.0	15.8
Group VI (100,000 to 200,000)					
1. Peoria, Ill.	0	3	6	0.0	0.0
2. Lincoln, Neb.	0	2	3	0.0	0.0
3. Canton, Ohio	1	5	9	0.3	1.4
4. Yonkers, N. Y.	1	2	4	0.3	1.9
5. Saginaw, Mich.	1	2	9	0.3	1.6
6. Rockford, Ill.	3	5	9	0.8	4.5
7. Roanoke, Va.	2	3	7	0.8	3.4
8. Erie, Pa.	3	4	9	0.8	3.8
9. South Bend, Ind.	3	3	5	0.8	3.9
10. Hartford, Conn.	3	1	3	0.9	2.7
11. Wilmington, Del.	3	7	3	0.9	4.7
12. Newport News, Va.	2	10	9	0.9	3.3
13. Montgomery, Ala.	3	2	1	0.9	4.4
14. Waterbury, Conn.	2	3	1	1.0	3.0
15. Niagara Falls, N. Y.	2	5	4	1.0	3.3
16. Corpus Christi, Tex.	4	11	10	1.0	4.7
17. Madison, Wis.	3	4	3	1.0	4.6
18. Tacoma, Wash.	5	8	10	1.1	5.4
19. Reading, Pa.	3	7	6	1.1	4.5
20. Fresno, Calif.	7	4	10	1.3	9.8
21. Elizabeth, N. J.	3	7	11	1.3	4.4
22. Salt Lake City, Utah	8	11	6	1.4	7.1
23. Dearborn, Mich.	6	20	11	1.4	7.9
24. Spokane, Wash.	7	7	9	1.5	6.4
25. Springfield, Mass.	5	9	3	1.5	5.2
26. Utica, N. Y.	3	3	3	1.5	5.0
27. Fort Wayne, Ind.	7	5	8	1.5	7.8
28. New Haven, Conn.	5	4	8	1.6	5.1
29. Amarillo, Tex.	5	2	3	1.7	8.5
30. Arlington, Va.	6	3	4	1.7	6.4
31. Lansing, Mich.	6	6	6	1.8	9.2
32. Allentown, Pa.	5	5	4	1.8	7.7
33. Youngstown, Ohio	7	9	8	1.8	6.5
34. Berkeley, Calif.	5	7	1	1.8	7.3
35. Shreveport, La.	8	6	8	1.8	8.5
All cities in this group				1.9	8.4
36. Bridgeport, Conn.	7	3	8	2.0	7.1
37. Nashville, Tenn.	10	13	7	2.1	9.8
38. Des Moines, Iowa	11	11	9	2.1	10.3
39. San Jose, Calif.	12	10	8	2.1	13.0
40. Sacramento, Calif.	12	9	6	2.2	13.1
41. Kansas City, Kan.	9	4	6	2.3	11.9
42. Savannah, Ga.	7	4	7	2.3	9.2
43. Pasadena, Calif.	9	7	12	2.4	13.5
44. Little Rock, Ark.	7	5	6	2.4	11.2
45. Evansville, Ind.	9	2	9	2.4	9.1
46. Gary, Ind.	10	8	12	2.6	9.7
47. Charlotte, N. C.	12	7	8	2.7	13.2
48. Austin, Tex.	11	3	7	2.8	11.5
49. Duluth, Minn.	7	12	8	2.8	11.4
50. Glendale, Calif.	9	4	6	2.9	13.5
51. Baton Rouge, La.	12	10	5	2.9	13.6
52. Albuquerque, N. M.	16	8	7	3.3	16.1
53. Mobile, Ala.	14	13	13	3.6	13.8
54. Chattanooga, Tenn.	14	13	11	4.2	18.3
55. Hammond, Ind.	9	9	12	4.2	14.1
56. Lubbock, Tex.	13	5	1	4.3	21.2
57. Phoenix, Ariz.	29	21	8	4.5	31.1
Group VII (50,000 to 100,000)					
1. Cedar Rapids, Iowa	0	3	4	0.0	0.0
2. Racine, Wis.	0	0	0	0.0	0.0
3. Muskegon, Mich.	0	2	4	0.0	0.0
4. Bethlehem, Pa.	0	0	3	0.0	0.0
5. Evanston, Ill.	0	0	3	0.0	0.0
6. Mansfield, Ohio	0	2	3	0.0	0.0
7. East Orange, N. J.	0	3	5	0.0	0.0
8. Oak Park, Ill.	0	1	1	0.0	0.0
9. Euclid, Ohio	0	3	2	0.0	0.0
10. Fullerton, Calif.	0	0	3	0.0	0.0
11. Dubuque, Iowa	0	0	2	0.0	0.0
12. Bloomfield, N. J.	0	0	1	0.0	0.0
13. Cuyahoga Falls, Ohio	0	1	0	0.0	0.0
14. Charleston, S. C.	0	3	2	0.0	0.0
15. East Chicago, Ind.	0	3	2	0.0	0.0
16. Fort Lauderdale, Fla.	1	4	3	0.3	2.7
17. Schenectady, N. Y.	1	3	4	0.4	1.7
18. Colorado Spgs., Colo.	1	3	3	0.4	2.7
19. Kalamazoo, Mich.	1	4	4	0.4	2.3
20. Binghamton, N. Y.	1	2	6	0.5	2.1
21. Terre Haute, Ind.	1	4	1	0.5	2.3
22. Ogden, Utah	1	3	3	0.5	2.6
23. Muncie, Ind.	1	2	1	0.5	2.6
24. San Leandro, Calif.	1	4	2	0.5	2.7
25. Battle Creek, Mich.	1	0	3	0.5	3.1
26. Waterloo, Iowa	1	5	4	0.6	2.4
27. San Mateo, Calif.	1	3	1	0.6	2.6
28. Anderson, Ind.	1	0	2	0.6	3.4
29. Aurora, Ill.	1	1	4	0.6	3.0
30. Wilkes-Barre, Pa.	1	4	3	0.6	2.2
31. Asheville, N. C.	1	2	2	0.6	3.2
32. Ann Arbor, Mich.	1	2	0	0.6	3.1
33. New Rochelle, N. Y.	1	2	1	0.6	2.3
34. Portland, Maine	1	3	6	0.6	2.1
35. Lorain, Ohio	1	4	2	0.7	2.8
36. Wheeling, W. Va.	1	6	5	0.7	2.9
37. Waukegan, Ill.	1	2	1	0.7	3.4
38. Elmira, N. Y.	1	0	0	0.8	3.2
39. Medford, Mass.	1	1	3	0.9	2.6
40. Springfield, Mo.	2	3	7	0.9	4.3
41. Woonsocket, R. I.	1	0	3	1.0	3.4
42. West Allis, Wis.	1	4	3	1.0	2.7
43. Waltham, Mass.	1	2	1	1.0	3.4
44. Lancaster, Pa.	2	2	4	1.0	5.1
45. Pontiac, Mich.	3	11	1	1.0	6.1
46. Springfield, Ill.	3	4	1	1.0	6.3
47. Stamford, Conn.	2	3	3	1.0	3.9
48. Greenville, S. C.	2	2	3	1.1	5.3
49. Reno, Nev.	2	3	1	1.1	6.5
50. St. Joseph, Mo.	2	2	2	1.2	4.4
51. White Plains, N. Y.	2	1	2	1.2	6.8
52. Alameda, Calif.	2	1	1	1.3	4.8
53. W. Palm Beach, Fla.	3	3	3	1.3	10.1
54. Hamilton, Ohio	3	3	3	1.4	7.1
55. Covington, Ky.	2	2	3	1.4	4.7
56. Joliet, Ill.	3	4	5	1.4	8.5
57. Santa Barbara, Calif.	3	4	1	1.5	9.2
58. Columbia, S. C.	4	1	7	1.5	7.1
59. Lexington, Ky.	3	3	1	1.5	7.7
60. Berwyn, Ill.	2	3	1	1.5	6.5
61. Orlando, Fla.	6	0	3	1.5	11.5
62. Alexandria, Va.	4	2	4	1.5	7.9
63. Raleigh, N. C.	3	3	2	1.5	7.3
64. Winston-Salem, N. C.	4	6	6	1.6	7.6
65. Johnstown, Pa.	3	2	4	1.6	8.1
66. Bay City, Mich.	3	0	2	1.8	8.5
67. Portsmouth, Va.	3	2	3	1.8	6.0
68. Pittsfield, Mass.	2	3	2	1.8	6.2
69. Hayward, Calif.	4	6	1	1.8	12.5
70. Mt. Vernon, N. Y.	3	1	1	1.8	6.8
71. Lwr. Merion Twp., Pa.	2	1	1	1.8	6.0
72. Santa Ana, Calif.	5	0	1	1.8	12.4
73. Lincoln Park, Mich.	2	2	3	1.8	6.3
All cities in this group				1.8	8.0
74. Las Vegas, Nev.	4	1	0	1.9	12.9
75. Lake Charles, La.	3	4	1	1.9	9.2
76. Jackson, Mich.	4	0	1	1.9	11.2
77. Passaic, N. J.	2	2	3	1.9	5.9
78. Pawtucket, R. I.	3	1	1	1.9	5.9
79. New Britain, Conn.	3	4	1	1.9	5.9
80. St. Clair Shores, Mich.	3	2	0	1.9	8.2
81. Pensacola, Fla.	4	2	1	2.0	13.5
82. Macon, Ga.	5	1	4	2.0	12.2
83. Davenport, Iowa	4	2	4	2.1	8.5
84. Lakewood, Ohio	3	4	2	2.1	7.3
85. Brookline, Mass.	2	4	2	2.2	6.0
86. Burbank, Calif.	6	3	3	2.2	11.3
87. Topeka, Kan.	7	5	3	2.2	14.5
88. Pomona, Calif.	4	4	3	2.3	11.0
89. Richmond, Calif.	5	4	2	2.3	8.6
90. Green Bay, Wis.	4	2	3	2.4	12.5
91. Council Bluffs, Iowa	3	3	1	2.4	9.7
92. Huntington, W. Va.	5	3	3	2.4	9.9
93. Manchester, N. H.	4	1	2	2.4	7.8
94. Sioux Falls, S. D.	4	1	1	2.4	11.5
95. Abilene, Tex.	5	1	0	2.5	14.1
96. Lynchburg, Va.	3	2	3	2.5	9.7
97. Greensboro, N. C.	6	7	7	2.6	12.6
98. Columbus, Ga.	6	2	2	2.6	11.5
99. Warren, Ohio	5	2	2	2.7	13.6
100. San Angelo, Tex.	4	1	5	2.7	12.5
101. Norwalk, Conn.	3	3	3	2.7	8.4
102. Stockton, Calif.	9	6	9	2.8	20.2
103. Santa Monica, Calif.	5	5	6	2.8	11.2
104. West Hartford, Conn.	3	0	1	2.8	8.8
105. Springfield, Ohio	6	2	2	2.9	11.6
106. Compton, Calif.	6	8	6	2.9	16.1
107. Meriden, Conn.	3	1	2	2.9	10.0
108. Gadsden, Ala.	3	3	3	3.0	8.0
109. Atlantic City, N. J.	3	5	2	3.1	8.3
110. Miami Beach, Fla.	5	5	5	3.1	16.8
111. Hampton, Va.	5	13	3	3.2	10.7

	Seven Months 1959	1958	1957	1959 Reg. Rate	1959 Pop. Rate
112. Tucson, Ariz.	9	3	10	3.2	22.0
113. Decatur, Ill.	8	6	6	3.3	17.4
114. San Bernardino, Calif.	11	10	11	3.5	22.7
115. Pueblo, Colo.	9	2	4	3.5	18.7
116. Lynn, Mass.	6	3	0	3.7	10.4
117. Fort Smith, Ark.	**5**	**6**	**9**	**3.8**	**14.3**
118. Beaumont, Tex.	11	4	5	3.8	20.1
119. Charleston, W. Va.	7	2	1	4.0	16.3
120. Royal Oak, Mich.	9	1	3	4.0	21.6
121. Durham, N. C.	8	4	5	4.1	19.2
122. Kenosha, Wis.	7	1	1	4.2	18.5
123. Greenwich, Conn.	4	1	6	4.3	13.3
124. Brockton, Mass.	6	5	4	4.6	16.4
125. Tuscaloosa, Ala.	6	2	0	5.1	18.1
126. Sioux City, Iowa	12	3	5	6.3	23.2
127. Warren, Mich.	8	5	4	7.1	21.6

Group VIII (25,000 to 50,000)

1. Billings, Mont.	**0**	**2**	**0**	**0.0**	**0.0**
2. Wyandotte, Mich.	**0**	**1**	**4**	**0.0**	**0.0**
3. Vancouver, Wash.	**0**	**3**	**7**	**0.0**	**0.0**
4. Boise, Idaho	0	0	1	0.0	0.0
5. Tallahassee, Fla.	**0**	**4**	**0**	**0.0**	**0.0**
6. Modesto, Calif.	**0**	**5**	**1**	**0.0**	**0.0**
7. Elkhart, Ind.	0	1	3	0.0	0.0
8. Plainfield, N. J.	**0**	**2**	**1**	**0.0**	**0.0**
9. Newark, Ohio	0	3	3	0.0	0.0
10. Elyria, Ohio	0	0	0	0.0	0.0
11. Wauwatosa, Wis.	**0**	**2**	**2**	**0.0**	**0.0**
12. Rochester, Minn.	**0**	**2**	**2**	**0.0**	**0.0**
13. Newburgh, N. Y.	**0**	**1**	**1**	**0.0**	**0.0**
14. Bellingham, Wash.	**0**	**2**	**1**	**0.0**	**0.0**
15. Sheboygan, Wis.	0	0	1	0.0	0.0
16. Aurora, Colo.	**0**	**1**	**0**	**0.0**	**0.0**
17. Fargo, N. D.	**0**	**2**	**0**	**0.0**	**0.0**
18. Danbury, Conn.	**0**	**2**	**3**	**0.0**	**0.0**
19. Beloit, Wis.	**0**	**1**	**4**	**0.0**	**0.0**
20. Portsmouth, Ohio	**0**	**2**	**2**	**0.0**	**0.0**
21. West Covina, Calif.	**0**	**3**	**4**	**0.0**	**0.0**
22. Barberton, Ohio	**0**	**5**	**1**	**0.0**	**0.0**
23. Linden, N. J.	**0**	**4**	**2**	**0.0**	**0.0**
24. Hamtramck, Mich.	**0**	**2**	**2**	**0.0**	**0.0**
25. Michigan City, Ind.	**0**	**3**	**4**	**0.0**	**0.0**
26. Monroe, Mich.	0	0	2	0.0	0.0
27. Birmingham, Mich.	0	0	2	0.0	0.0
28. Bloomington, Ill.	0	0	4	0.0	0.0
29. Mt. Clemens, Mich.	**0**	**2**	**1**	**0.0**	**0.0**
30. Burlington, Iowa	**0**	**2**	**3**	**0.0**	**0.0**
31. Norwich, Conn.	0	0	1	0.0	0.0
32 Jackson, Tenn.	**0**	**1**	**0**	**0.0**	**0.0**
33. Manhattan Bch., Calif.	0	0	1	0.0	0.0
34. Manchester, Conn.	**0**	**2**	**7**	**0.0**	**0.0**
35. Milford, Conn.	0	0	0	0.0	0.0
36. Fair Lawn, N. J.	**0**	**2**	**0**	**0.0**	**0.0**
37. Kingston, N. Y.	**0**	**2**	**0**	**0.0**	**0.0**
38. Baldwin Park, Calif.	**0**	**2**	**0**	**0.0**	**0.0**
39. Westfield, N. J.	**0**	**1**	**1**	**0.0**	**0.0**
40. Park Ridge, Ill.	**0**	**1**	**1**	**0.0**	**0.0**
41. Bristol, Conn.	**0**	**1**	**1**	**0.0**	**0.0**
42. Walla Walla, Wash.	**0**	**2**	**0**	**0.0**	**0.0**
43. Torrington, Conn.	0	0	1	0.0	0.0
44. Kettering, Ohio	0	0	3	0.0	0.0
45. Manitowoc, Wis.	**0**	**3**	**2**	**0.0**	**0.0**
46. Lockport, N. Y.	**0**	**1**	**2**	**0.0**	**0.0**
47. Petersburg, Va.	**0**	**1**	**0**	**0.0**	**0.0**
48. Provo, Utah	**0**	**1**	**3**	**0.0**	**0.0**
49. Hazel Park, Mich.	**0**	**2**	**0**	**0.0**	**0.0**
50. Bangor, Maine	0	0	1	0.0	0.0
51. Oak Park, Mich.	0	0	2	0.0	0.0
52. Iowa City, Iowa	0	0	0	0.0	0.0
53. Freeport, Ill.	**0**	**1**	**1**	**0.0**	**0.0**
54. Burlington, N. C.	**0**	**1**	**2**	**0.0**	**0.0**
55. Watertown, Mass.	0	0	0	0.0	0.0
56. Fairmont, W. Va.	0	0	4	0.0	0.0
57. Shaker Heights, Ohio	**0**	**3**	**0**	**0.0**	**0.0**
58. Grand Forks, N. D.	0	0	0	0.0	0.0
59. Urbana, Ill.	0	0	0	0.0	0.0
60. Webster Groves, Mo.	0	0	2	0.0	0.0
61. Maple Heights, Ohio	0	0	1	0.0	0.0
62. Mt. Lebanon, Pa.	**0**	**1**	**0**	**0.0**	**0.0**
63. Park Forest, Ill.	0	0	0	0.0	0.0
64. Yakima, Wash.	1	1	1	0.6	3.9
65. Redwood City, Calif.	**1**	**2**	**5**	**0.6**	**4.4**
66. Poughkeepsie, N. Y.	**1**	**2**	**2**	**0.7**	**4.2**
67. Lafayette, Ind.	1	0	1	0.7	4.2
68. Great Falls, Mont.	**1**	**3**	**0**	**0.7**	**3.7**
69. Whittier, Calif.	1	0	2	0.7	5.3
70. Casper, Wyo.	1	0	0	0.7	4.8
71. Hutchinson, Kan.	1	1	1	0.8	4.7
72. East Detroit, Mich.	1	0	2	0.8	4.0
73. High Point, N. C.	**1**	**2**	**1**	**0.8**	**3.9**
74. Parkersburg, W. Va.	1	0	1	0.8	5.5
75. Zanesville, Ohio	1	1	0	0.8	3.8
76. Livonia, Mich.	1	1	7	0.8	3.5
77. Richmond, Ind.	1	1	0	0.9	3.9
78. Owensboro, Ky.	1	1	1	0.9	4.0
79. Easton, Pa.	1	0	2	0.9	4.3
80. Salina, Kan.	1	1	1	0.9	5.3
81. Middletown, Ohio	**1**	**3**	**4**	**0.9**	**3.9**
82. Pine Bluff, Ark.	1	1	6	0.9	4.3
83. Oshkosh, Wis.	1	1	1	0.9	3.9
84. University City, Mo.	1	1	3	0.9	3.6
85. Danville, Va.	**1**	**5**	**5**	**0.9**	**3.4**
86. Champaign, Ill.	**1**	**2**	**2**	**1.0**	**3.5**
87. Gainesville, Fla.	**1**	**2**	**0**	**1.0**	**5.5**
88. Arlington, Mass.	1	0	0	1.0	3.6
89. Elmhurst, Ill.	1	1	0	1.0	4.9
90. Stratford, Conn.	**1**	**2**	**6**	**1.0**	**3.9**
91. Rome, N. Y.	1	0	0	1.0	3.6
92. Wausau, Wis.	1	1	0	1.0	5.4
93. Maywood, Ill.	1	1	1	1.1	6.2
94. Mishawaka, Ind.	1	0	4	1.1	5.0
95. Galesburg, Ill.	1	1	0	1.1	5.1
96. Ferndale, Mich.	1	1	1	1.1	5.1
97. Rome, Ga.	**1**	**2**	**0**	**1.1**	**5.3**
98. East Cleveland, Ohio	1	1	1	1.1	4.2
99. Benton Harbor, Mich.	**1**	**2**	**0**	**1.1**	**6.7**
100. Chicago Heights, Ill.	1	0	0	1.1	5.9
101. Findlay, Ohio	**1**	**2**	**1**	**1.1**	**5.9**
102. Fond du Lac, Wis.	**1**	**2**	**0**	**1.2**	**5.2**
103. St. Louis Pk., Minn.	1	0	0	1.2	4.4
104. West Haven, Conn.	1	0	0	1.2	4.6
105. Kearny, N. J.	1	1	1	1.2	4.3
106. Odessa, Tex.	2	1	2	1.2	7.7
107. St. Cloud, Minn.	1	1	0	1.2	5.3
108. Mason City, Iowa	1	1	0	1.2	5.8
109. National City, Calif.	1	1	0	1.3	5.4
110. Richfield, Minn.	1	1	0	1.3	4.8
111. Teaneck, N. J.	**1**	**3**	**1**	**1.3**	**4.5**
112. Rahway, N. J.	1	1	1	1.3	6.4
113. Redlands, Calif.	**1**	**2**	**2**	**1.3**	**6.7**
All cities in this group				1.3	6.2
114. Montclair, N. J.	1	1	1	1.4	3.8
115. Burlington, Vt.	1	0	0	1.4	4.5
116. Middletown, Conn.	**1**	**2**	**2**	**1.4**	**5.5**
117. Clearwater, Fla.	**2**	**4**	**4**	**1.5**	**11.8**
118. Cheyenne, Wyo.	2	0	2	1.5	8.2
119. Amsterdam, N. Y.	1	1	1	1.5	5.2
120. Garfield Hgts., Ohio	1	1	1	1.5	4.9
121. Elgin, Ill.	**2**	**3**	**3**	**1.6**	**7.1**
122. Lewiston, Maine	1	0	2	1.6	4.2
123. Pasadena, Tex.	**2**	**3**	**0**	**1.6**	**7.2**
124. Oak Ridge, Tenn.	**1**	**2**	**1**	**1.6**	**6.0**
125. Eugene, Ore.	3	2	0	1.6	11.1
126. Winona, Minn.	1	0	0	1.6	6.8
127. Port Huron, Mich.	2	2	1	1.7	8.9
128. Palo Alto, Calif.	3	0	2	1.7	10.7
129. La Crosse, Wis.	2	1	1	1.7	7.2
130. Hagerstown, Md.	2	1	1	1.7	8.9
131. Enid, Okla.	2	0	0	**1.8**	9.2
132. Annapolis, Md.	1	1	0	1.8	6.8
133. Tyler, Tex.	3	1	3	1.8	11.3
134. Pocatello, Idaho	**2**	**7**	**4**	**1.9**	**12.7**
135. Marion, Ohio	2	2	2	1.9	8.8
136. Eau Claire, Wis.	2	2	0	1.9	9.5
137. Ventura, Calif.	2	2	1	2.0	13.2
138. Bloomington, Ind.	2	0	0	2.0	11.4
139. Groton, Conn.	1	1	0	2.0	6.3
140. Belmont, Mass.	1	0	1	2.0	5.9
141. East Hartford, Conn.	**2**	**4**	**4**	**2.1**	**9.1**
142. Granite City, Ill.	2	1	1	2.1	9.2
143. Sandusky, Ohio	2	1	4	2.1	9.8
144. Coral Gables, Fla.	**2**	**4**	**2**	**2.2**	**11.7**
145. Janesville, Wis.	2	2	1	2.2	10.8
146. South Euclid, Ohio	2	0	1	2.2	12.3
147. Everett, Wash.	3	0	2	2.3	14.7
148. Mountain View, Calif.	**2**	**3**	**5**	**2.3**	**13.2**
149. Beverly Hills, Calif.	3	1	0	2.4	16.9
150. Appleton, Wis.	3	0	1	2.4	10.3
151. Allen Park, Mich.	2	1	0	2.5	8.6
152. Hackensack, N. J.	2	2	0	2.5	10.7
153. Moline, Ill.	**3**	**6**	**3**	**2.6**	**13.1**
154. Minot, N. D.	2	0	1	2.7	13.7
155. Rapid City, S. D.	3	2	3	2.7	12.9
156. Norman, Okla.	2	1	2	2.7	12.7
157. Daytona Beach, Fla.	3	3	2	2.7	14.2
158. New Kensington, Pa.	2	0	0	2.8	13.7
159. Santa Clara, Calif.	3	3	3	2.8	11.9
160. Sumter, S. C.	2	1	0	2.8	13.6
161. New London, Conn.	**2**	**3**	**0**	**2.9**	**11.0**
162. Superior, Wis.	2	1	5	3.0	9.7
163. Concord, N. H.	2	1	0	3.0	11.5
164. Kokomo, Ind.	4	3	0	3.0	15.0
165. Chicopee, Mass.	3	0	2	3.0	10.5
166. Vineland, N. J.	3	3	1	3.1	15.6
167. Wilmington, N. C.	4	2	3	3.2	15.0
168. West Orange, N. J.	3	3	1	3.3	15.0
169. Revere, Mass.	**2**	**3**	**4**	**3.4**	**8.7**
170. Warwick, R. I.	**4**	**5**	**2**	**3.4**	**16.0**
171. Rock Island, Ill.	4	1	0	3.4	13.9
172. Quincy, Ill.	4	3	5	3.4	16.1
173. Monrovia, Calif.	3	0	2	3.4	20.3
174. East Lansing, Mich.	2	1	0	3.6	13.7
175. Rock Hill, S. C.	3	2	0	3.6	15.4
176. Lawton, Okla.	4	2	3	3.7	17.6
177. Florence, S. C.	3	1	3	3.9	18.0
178. Vallejo, Calif.	5	1	1	4.0	19.5
179. Spartanburg, S. C.	5	2	0	4.3	20.6
180. Hamden, Conn.	3	2	1	4.3	13.5
181. Wallingford, Conn.	3	0	1	4.8	19.5
182. Denton, Tex.	3	0	0	4.8	19.3
183. Alton, Ill.	5	3	6	5.1	26.3
184. Fremont, Calif.	3	3	4	5.2	19.2
185. Temple, Tex.	4	1	4	5.3	22.8
186. Roseville, Mich.	5	2	5	5.3	20.5
187. Highland Pk., Mich.	5	3	2	5.5	18.5
188. Fairfield, Conn.	7	4	1	8.4	29.1

Group IX (10,000 to 25,000)

1. Englewood, Colo.	0	0	0	0.0	0.0
2. Santa Cruz, Calif.	**0**	**3**	**1**	**0.0**	**0.0**
3. Salinas, Calif.	**0**	**2**	**2**	**0.0**	**0.0**
4. Austin, Minn.	0	0	0	0.0	0.0
5. Lodi, Calif.	**0**	**1**	**0**	**0.0**	**0.0**
6. Victoria, Tex.	0	0	2	0.0	0.0
7. Ponca City, Okla.	0	0	0	0.0	0.0
8. El Cerrito, Calif.	**0**	**1**	**1**	**0.0**	**0.0**
9. Ypsilanti, Mich.	**0**	**1**	**2**	**0.0**	**0.0**
10. Lawrence, Kan.	**0**	**1**	**1**	**0.0**	**0.0**
11. Klamath Falls, Ore.	0	0	4	0.0	0.0
12. La Porte, Ind.	**0**	**3**	**3**	**0.0**	**0.0**
13. Edina, Minn.	0	0	2	0.0	0.0
14. Covina, Calif.	**0**	**1**	**1**	**0.0**	**0.0**
15. Bartlesville, Okla.	**0**	**1**	**0**	**0.0**	**0.0**
16. Pampa, Tex.	0	0	2	0.0	0.0
17. Frederick, Md.	0	0	0	0.0	0.0
18. Butler, Pa.	**0**	**1**	**2**	**0.0**	**0.0**
19. Kingsport, Tenn.	0	0	0	0.0	0.0
20. Holland, Mich.	**0**	**2**	**1**	**0.0**	**0.0**
21. Napa, Calif.	**0**	**1**	**5**	**0.0**	**0.0**
22. Ames, Iowa	**0**	**1**	**0**	**0.0**	**0.0**
23. Ocala, Fla.	**0**	**2**	**1**	**0.0**	**0.0**
24. Great Bend, Kan.	**0**	**1**	**0**	**0.0**	**0.0**
25. Renton, Wash.	**0**	**1**	**1**	**0.0**	**0.0**
26. Endicott, N. Y.	**0**	**1**	**0**	**0.0**	**0.0**
27. Manhattan, Kan.	0	0	2	0.0	0.0
28. Tiffin, Ohio	0	0	1	0.0	0.0
29. Richland, Wash.	**0**	**1**	**0**	**0.0**	**0.0**
30. Monterey, Calif.	**0**	**1**	**1**	**0.0**	**0.0**
31. Uniontown, Pa.	**0**	**1**	**0**	**0.0**	**0.0**
32. Owosso, Mich.	0	0	0	0.0	0.0
33. Wheaton, Ill.	**0**	**1**	**1**	**0.0**	**0.0**
34. Hibbing, Minn.	0	0	0	0.0	0.0
35. Wilmette, Ill.	**0**	**2**	**1**	**0.0**	**0.0**
36. Muscatine, Iowa	0	0	1	0.0	0.0
37. Corvallis, Ore.	**0**	**1**	**0**	**0.0**	**0.0**
38. Pittsburg, Kan.	0	0	0	0.0	0.0
39. Robbinsdale, Minn.	**0**	**3**	**1**	**0.0**	**0.0**
40. Coffeyville, Kan.	**0**	**1**	**0**	**0.0**	**0.0**
41. Marietta, Ohio	**0**	**1**	**1**	**0.0**	**0.0**
42. Floral Park, N. Y.	0	0	0	0.0	0.0
43. Whitefish Bay, Wis.	**0**	**1**	**0**	**0.0**	**0.0**
44. Morristown, N. J.	0	0	1	0.0	0.0
45. Ada, Okla.	0	0	1	0.0	0.0
46. Streator, Ill.	0	0	0	0.0	0.0
47. Frankfort, Ind.	0	0	0	0.0	0.0
48. So. Portland, Maine	**0**	**1**	**1**	**0.0**	**0.0**
49. Emporia, Kan.	0	0	0	0.0	0.0
50. Mt. Vernon, Ill.	**0**	**1**	**0**	**0.0**	**0.0**
51. Meadville, Pa.	0	0	0	0.0	0.0
52. Ashland, Ohio	**0**	**1**	**1**	**0.0**	**0.0**
53. Johnson City, N. Y.	0	0	0	0.0	0.0
54. East Haven, Conn.	0	0	1	0.0	0.0
55. Oswego, N. Y.	0	0	2	0.0	0.0
56. So. St. Paul, Minn.	**0**	**1**	**0**	**0.0**	**0.0**
56. Chico, Calif.	**0**	**1**	**0**	**0.0**	**0.0**
58. Cedar Falls, Iowa	0	0	1	0.0	0.0
59. Evergreen Park, Ill.	0	0	1	0.0	0.0
60. Stillwater, Okla.	**0**	**2**	**1**	**0.0**	**0.0**
61. Glenview, Ill.	**0**	**1**	**1**	**0.0**	**0.0**
62. La Grange, Ill.	0	0	0	0.0	0.0
63. Elmwood Park, Ill.	0	0	0	0.0	0.0
64. Yuma, Ariz.	0	0	2	0.0	0.0
65. St. Augustine, Fla.	0	0	2	0.0	0.0
66. Las Cruces, N. M.	**0**	**1**	**4**	**0.0**	**0.0**
67. Shorewood, Wis.	0	0	0	0.0	0.0
68. Greensburg, Pa.	0	0	0	0.0	0.0
69. Pittsburg, Calif.	0	0	0	0.0	0.0
70. Massena, N. Y.	**0**	**2**	**1**	**0.0**	**0.0**
71. Fairborn, Ohio	**0**	**1**	**0**	**0.0**	**0.0**
72. Statesville, N. C.	**0**	**2**	**0**	**0.0**	**0.0**
73. Cape Girardeau, Mo.	0	0	0	0.0	0.0
74. Valparaiso, Ind.	0	0	0	0.0	0.0
75. Defiance, Ohio	0	0	0	0.0	0.0
76. Newton, Kan.	**0**	**1**	**0**	**0.0**	**0.0**
77. Antioch, Calif.	**0**	**1**	**1**	**0.0**	**0.0**
78. Fostoria, Ohio	0	0	0	0.0	0.0
79. Pompano Beach, Fla.	0	0	3	0.0	0.0
80. Marquette, Mich.	0	0	0	0.0	0.0
81. Brookfield, Ill.	0	0	1	0.0	0.0
82. Bloomington, Minn.	**0**	**4**	**1**	**0.0**	**0.0**
83. Highland Park, Tex.	**0**	**1**	**0**	**0.0**	**0.0**
84. Bristol, Va.	0	0	0	0.0	0.0
85. Kenmore, N. Y.	0	0	0	0.0	0.0
86. Windham, Conn.	**0**	**3**	**2**	**0.0**	**0.0**
87. Santa Paula, Calif.	**0**	**1**	**0**	**0.0**	**0.0**
88. Villa Park, Ill.	0	0	0	0.0	0.0
89. Yuba City, Calif.	**0**	**2**	**1**	**0.0**	**0.0**
90. Faribault, Minn.	**0**	**1**	**0**	**0.0**	**0.0**
91. St. Joseph, Mich.	0	0	0	0.0	0.0
92. Owatonna, Minn.	0	0	0	0.0	0.0

	Seven Months 1959	1958	1957	1959 Reg. Rate	1959 Pop. Rate
95. Wethersfield, Conn.	**0**	**1**	**2**	**0.0**	**0.0**
94. Norfolk, Neb.	0	0	0	0.0	0.0
95. Hanford, Calif.	0	0	0	0.0	0.0
96. Fergus Falls, Minn.	0	0	0	0.0	0.0
97. Wisconsin Rpds., Wis.	0	0	0	0.0	0.0
98. Astoria, Ore.	0	0	1	0.0	0.0
99. Waynesboro, Va.	0	0	0	0.0	0.0
100. Winfield, Kan.	0	0	0	0.0	0.0
101. Mt. Pleasant, Mich.	**0**	**1**	**0**	**0.0**	**0.0**
102. Shelton, Conn.	**0**	**5**	**1**	**0.0**	**0.0**
103. Hawthorne, N. J.	0	0	3	0.0	0.0
104. Livermore, Calif.	0	0	2	0.0	0.0
105. Prescott, Ariz.	**0**	**1**	**1**	**0.0**	**0.0**
106. Enfield, Conn.	0	0	0	0.0	0.0
107. Vernon, Conn.	0	0	0	0.0	0.0
108. Branford, Conn.	0	0	1	0.0	0.0
109. Watertown, Wis.	**0**	**1**	**2**	**0.0**	**0.0**
110. Griffin, Ga.	0	0	0	0.0	0.0
111. Garden City, Kan.	0	0	0	0.0	0.0
112. Marshfield, Wis.	**0**	**4**	**0**	**0.0**	**0.0**
113. State College, Pa.	0	0	0	0.0	0.0
114. Logan, Utah	**0**	**1**	**0**	**0.0**	**0.0**
115. Escanaba, Mich.	0	0	1	0.0	0.0
116. Jennings, Mo.	0	0	1	0.0	0.0
117. Suffolk, Va.	0	0	0	0.0	0.0
118. Plymouth, Mich.	0	0	1	0.0	0.0
119. Mitchell, S. D.	0	0	0	0.0	0.0
120. Beaver Dam, Wis.	0	0	0	0.0	0.0
121. Millbrae, Calif.	**0**	**1**	**1**	**0.0**	**0.0**
122. Gardner, Mass.	**0**	**2**	**0**	**0.0**	**0.0**
123. Menasha, Wis.	0	0	0	0.0	0.0
124. Dover, Ohio	**0**	**2**	**0**	**0.0**	**0.0**
125. Van Wert, Ohio	0	0	0	0.0	0.0
126. Bowling Green, Ohio	**0**	**1**	**1**	**0.0**	**0.0**
127. Bellefontaine, Ohio	0	0	0	0.0	0.0
128. Central Falls, R. I.	0	0	0	0.0	0.0
129. Virginia, Minn.	0	0	0	0.0	0.0
130. Albion, Mich.	0	0	0	0.0	0.0
131. Circleville, Ohio	0	0	0	0.0	0.0
132. North Olmsted, Ohio	**0**	**1**	**0**	**0.0**	**0.0**
133. Red Wing, Minn.	0	0	0	0.0	0.0
134. Hays, Kan.	0	0	0	0.0	0.0
135. Covington, Va.	0	0	0	0.0	0.0
136. Hornell, N. Y.	0	0	0	0.0	0.0
137. Charles City, Iowa	0	0	1	0.0	0.0
138. Reidsville, N. C.	0	0	1	0.0	0.0
139. Grosse Pt. Wds., Mich.	0	0	1	0.0	0.0
140. Cudahy, Wis.	0	0	3	0.0	0.0
141. Moscow, Idaho	0	0	0	0.0	0.0
142. Bay Village, Ohio	**0**	**1**	**0**	**0.0**	**0.0**
143. Menominee, Mich.	**0**	**1**	**0**	**0.0**	**0.0**
144. Ecorse, Mich.	0	0	1	0.0	0.0
145. Cadillac, Mich.	0	0	0	0.0	0.0
146. Cambridge, Md.	**0**	**1**	**0**	**0.0**	**0.0**
147. Pacific Grove, Calif.	0	0	0	0.0	0.0
148. Southington, Conn.	**0**	**1**	**2**	**0.0**	**0.0**
149. Fairfield, Calif.	0	0	0	0.0	0.0
150. Ironwood, Mich.	0	0	1	0.0	0.0
151. Henderson, N. C.	**0**	**2**	**0**	**0.0**	**0.0**
152. Grosse Pte. Pk., Mich.	0	0	2	0.0	0.0
153. N. College Hill, Ohio	0	0	0	0.0	0.0
154. Fort Thomas, Ky.	**0**	**1**	**2**	**0.0**	**0.0**
155. La Grange Park, Ill.	0	0	0	0.0	0.0
156. Stoughton, Mass.	**0**	**2**	**0**	**0.0**	**0.0**
157. Bellaire, Ohio	**0**	**1**	**0**	**0.0**	**0.0**
158. Auburn, Mass.	0	0	2	0.0	0.0
159. La Salle, Ill.	0	0	0	0.0	0.0
160. Maumee, Ohio	0	0	1	0.0	0.0
161. Beacon, N. Y.	**0**	**1**	**2**	**0.0**	**0.0**
162. Ridgefield Pk., N. J.	0	0	1	0.0	0.0
163. Derby, Conn.	**0**	**1**	**1**	**0.0**	**0.0**
164. Webster, Mass.	0	0	0	0.0	0.0
165. Fairfield, Ala.	0	0	0	0.0	0.0
166.. Amherst, Mass.	**0**	**2**	**0**	**0.0**	**0.0**
167. Donora, Pa.	0	0	0	0.0	0.0
168. La Mesa, Calif.	1	0	0	1.0	7.3
169. Greeley, Colo.	1	0	3	1.1	7.1
170. Medford, Ore.	1	0	1	1.1	7.7
171. Grand Island, Neb.	**1**	**2**	**1**	**1.2**	**6.9**
172. Fort Myers, Fla.	1	0	0	1.2	9.7
173. Longview, Wash.	**1**	**2**	**0**	**1.3**	**7.3**
174. Orange, Calif.	**1**	**2**	**3**	**1.3**	**8.0**
175. Carlsbad, N. M.	1	0	2	1.3	8.7
All cities in this group				1.3	6.4
176. Bismarck, N. D.	1	1	0	1.4	7.7
177. Sherman, Tex.	1	0	2	1.4	7.7
178. Bell, Calif.	1	0	0	1.5	9.3
179. Lufkin, Tex.	**1**	**2**	**0**	**1.6**	**9.8**
180. Fremont, Ohio	1	0	0	1.6	8.8
181. Kinston, N. C.	1	1	0	1.6	7.6
182. Niles, Mich.	1	0	3	1.6	9.4
183. Jeffersonville, Ind.	1	0	0	1.7	8.6
184. Ottawa, Ill.	**1**	**2**	**2**	**1.7**	**8.8**
185. Salisbury, N. C.	1	1	5	1.7	8.1
186. Aberdeen, S. D.	**1**	**2**	**2**	**1.7**	**7.7**
187. Cranford, N. J.	1	0	1	1.7	7.5
188. North Miami, Fla.	1	0	1	1.7	7.3
189. Albert Lea, Minn.	1	0	3	1.8	12.7
190. Xenia, Ohio	**1**	**2**	**1**	**1.8**	**10.2**
191. Texarkana, Ark.	1	1	1	1.8	8.7
192. Connersville, Ind.	1	1	0	1.9	9.7
193. Sterling, Ill.	1	0	0	1.9	11.3
194. Moorhead, Minn.	**1**	**2**	**0**	**1.9**	**9.6**
195. Leominster, Mass.	1	1	1	1.9	6.9
196. Homewood, Ala.	1	1	1	1.9	9.5
197. Woodland, Calif.	1	0	1	2.0	14.7
198. Collingswood, N. J.	1	1	0	2.0	9.5
199. Pendleton, Ore.	1	0	0	2.0	11.3
200. Brainerd, Minn.	1	0	0	2.1	13.6
201. New Bern, N. C.	1	1	2	2.1	9.1
202. So. Milwaukee, Wis.	1	0	3	2.1	11.0
203. Arkansas City, Kan.	1	0	1	2.1	12.1
204. El Dorado, Kan.	1	0	2	2.1	14.5
205. McAlester, Okla.	1	0	0	2.2	9.6
206. Greenwood, Miss.	1	0	1	2.2	8.9
207. Waukesha, Wis.	2	0	0	2.2	14.2
208. Goshen, Ind.	1	0	0	2.2	13.0
209. Rocky River, Ohio	1	0	0	2.2	10.9
210. Pasco, Wash.	1	0	1	2.3	12.2
211. East Moline, Ill.	1	0	0	2.3	11.2
212. Boone, Iowa	1	0	1	2.3	14.0
213. Merced, Calif.	2	1	1	2.3	16.8
214. The Dalles, Ore.	1	0	1	2.3	15.1
215. Needham, Mass.	**1**	**2**	**0**	**2.4**	**7.9**
216. Canton, Ill.	1	0	0	2.4	14.4
217. So. Orange, N. J.	1	1	0	2.4	10.6

TRAFFIC DEATHS—STATE RECORDS

Deaths are reported by state traffic authorities.

All figures are preliminary. To insure proper comparisons, 1958 and 1957 figures cover the same reporting period as those for 1959.

Population Rate: U. S. population rate is the estimated annual number of deaths per 100,000 population, assuming that deaths for the rest of the year will follow the normal seasonal pattern. State population rate is the estimated annual number of deaths per 100,000 population, assuming that the monthly average of deaths will remain at the present average for the rest of the year. Population rates are based on July 1, 1958, population estimates, U. S. Bureau of the Census, Washington, D. C.

States shown in heavy type have improved in 1959 compared with 1958, or showed no change.

Mileage Rate: The number of deaths per 100 million vehicle miles of travel.

(Figures in parenthesis following the 1959 mileage rate indicate the number of months for which the mileage rate is calculated for each state.)

	Months Reported	Deaths Identical Periods 1959	1958	1957	% Change 1958 to 1959	% Change 1957 to 1959	1959 Pop. Rate	1959 Mile. Rate	
TOTAL U.S.	7	20,430	19,490	20,841	+ 5%	— 2%	22.4	5.1	(7)
Ala.	7	463	427	506	+ 8%	— 9%	24.7	7.1	(6)
Alaska	7	12	14	—	— 14%	—	10.0	—	—
Ariz.	7	320	270	251	+ 19%	+ 27%	48.1	9.3	(6)
Ark.	7	257	227	273	+ 13%	— 6%	24.9	6.1	(6)
Calif.	7	1,952	1,885	1,991	+ 4%	— 2%	23.3	5.2	(5)
Colo.	7	223	204	175	+ 9%	+ 27%	22.3	4.4	(5)
Conn.	7	135	107	150	+ 26%	— 10%	10.0	2.3	(5)
Del.	7	46	43	52	+ 7%	— 12%	17.4	3.0	(5)
D. of C.	7	35	31	39	+ 13%	— 10%	7.3	3.0	(5)
Fla.	7	**618**	**633**	**602**	— 2%	**+ 3%**	**23.8**	**5.1**	**(6)**
Ga.	7	534	492	529	+ 9%	+ 1%	24.0	6.0	(5)
Idaho	7	**124**	**138**	**108**	— 10%	**+ 15%**	**32.2**	**6.4**	**(4)**
Ill.	7	**937**	**950**	**1,161**	— 1%	**— 19%**	**16.2**	**4.1**	**(4)**
Ind.	7	564	507	589	+ 11%	— 4%	21.1	4.5	(6)
Ia.	7	354	301	374	+ 18%	— 5%	21.5	5.7	(5)
Kan.	7	326	291	290	+ 12%	+ 12%	26.4	5.1	(5)
Ky.	7	427	411	439	+ 4%	— 3%	23.8	6.6	(5)
La.	7	**363**	**471**	**414**	**— 23%**	**— 12%**	**20.0**	**5.8**	**(6)**
Maine	7	**72**	**83**	**71**	**— 15%**	**+ 1%**	**12.9**	**3.6**	**(5)**
Md.	7	299	282	307	+ 6%	— 3%	17.3	4.7	(5)
Mass.	7	**293**	**320**	**242**	**— 8%**	**+ 21%**	**10.3**	**2.9**	**(5)**
Mich.	7	720	670	801	+ 7%	— 10%	15.7	3.9	(6)
Minn.	7	**319**	**372**	**342**	**— 14%**	**— 7%**	**16.2**	**4.1**	**(5)**
Miss.	7	298	265	271	+ 12%	+ 10%	23.4	6.3	(4)
Mo.	7	**485**	**499**	**541**	**— 3%**	**— 10%**	**19.5**	**4.2**	**(5)**
Mont.	7	129	96	109	+ 34%	+ 18%	32.1	5.8	(5)
Neb.	7	**179**	**180**	**153**	**— 1%**	**+ 17%**	**21.1**	**4.6**	**(5)**
Nev.	7	102	66	68	+ 55%	+ 50%	65.5	8.8	(5)
N. H.	7	68	45	49	+ 51%	+ 39%	20.0	6.0	(5)
N. J.	7	407	410	459	— 1%	— 11%	12.1	2.8	(6)
N. M.	7	255	193	238	+ 32%	+ 7%	51.9	8.1	(5)
N. Y.	7	1,147	1,137	1,105	+ 1%	+ 4%	12.1	4.4	(5)
N. C.	7	640	522	578	+ 23%	+ 11%	24.1	6.8	(5)
N. D.	7	94	85	57	+ 11%	+ 65%	24.8	8.2	(5)
Ohio	7	**908**	**957**	**1,092**	**— 5%**	**— 17%**	**16.7**	**3.7**	**(5)**
Okla.	7	**360**	**363**	**377**	**— 1%**	**— 5%**	**27.0**	**5.5**	**(5)**
Ore.	7	245	212	230	+ 16%	+ 7%	23.7	5.2	(6)
Pa.	*								
R. I.	7	47	41	47	+ 15%	0%	9.3	2.6	(5)
S. C.	7	338	297	404	+ 14%	— 16%	24.1	6.5	(5)
S. D.	7	**110**	**128**	**83**	**— 14%**	**+ 33%**	**27.0**	**5.2**	**(6)**
Tenn.	7	396	390	343	+ 2%	+ 15%	19.6	5.2	(5)
Tex.	7	1,295	1,209	1,385	+ 7%	— 6%	23.7	5.1	(5)
Utah	7	103	100	114	+ 3%	— 10%	20.5	4.7	(5)
Vt.	7	53	43	52	+ 23%	+ 2%	24.5	6.0	(6)
Va.	7	462	446	481	+ 4%	— 4%	20.1	4.8	(5)
Wash.	7	**285**	**294**	**253**	**— 3%**	**+ 13%**	**17.6**	**4.5**	**(5)**
W. Va.	7	232	179	264	+ 30%	— 12%	20.2	6.6	(5)
Wis.	7	428	422	457	+ 1%	— 6%	18.6	4.5	(5)
Wyo.	7	91	77	83	+ 18%	+ 10%	48.8	6.2	(5)
Hawaii	7	51	—	—	—	—	14.2	—	—
P. R.‡	7	145	169	134	— 14%	+ 8%	10.9	12.0	(3)
V. I.†	7	5	3	—	+ 67%	—	33.3	—	—
CANADIAN PROVINCES									
B. C.	5	89	88	83	+ 1%	+ 7%	18.4	—	—
Man.	4	27	24	30	+ 13%	— 10%	10.4	—	—
Sask.	6	**57**	**57**	**46**	**0%**	**+ 24%**	**13.7**	**—**	**—**

*Reports Incomplete
‡Commonwealth of Puerto Rico
†Virgin Islands

	Seven Months 1959	1958	1957	1959 Beg. Rate	1959 Pop. Rate
218. Winnetka, Ill.	1	0	1	2.5	12.8
219. Albany, Calif.	1	1	1	2.5	9.7
220. Atchison, Kan.	1	1	0	2.5	13.4
221. Rye, N. Y.	1	0	1	2.5	12.3
222. Lamesa, Tex.	1	0	0	2.5	16.0
223. Hopewell, Va.	1	0	0	2.5	9.0
224. Conneaut, Ohio	1	0	0	2.6	14.4
225. Los Altos, Calif.	2	0	2	2.8	17.6
226. Ansonia, Conn.	1	0	1	2.8	8.7
227. Elizabeth City, N. C.	1	1	1	2.9	13.5
228. Wayne, Mich.	2	1	1	2.9	17.2
229. University Hts., Ohio	1	0	0	3.0	10.6
230. Du Bois, Pa.	1	0	0	3.0	14.9
231. Winchester, Conn.	1	1	1	3.0	14.4
232. River Forest, Ill.	1	0	1	3.1	15.8
233. North Chicago, Ill.	**1**	**3**	**1**	**3.2**	**9.5**
234. Denison, Tex.	2	2	1	3.3	16.5
235. Two Rivers, Wis.	1	0	0	3.3	14.9
236. Sedalia, Mo.	2	0	0	3.3	16.2
237. Plainview, Tex.	2	0	0	3.4	21.2
238. Stonington, Conn.	1	0	2	3.4	10.4
239. Milford, Mass.	1	0	0	3.4	11.0
240. Highland Park, Ill.	2	0	0	3.4	14.6
241. Mesa, Ariz.	3	1	1	3.4	23.6
242. Brownwood, Tex.	2	0	0	3.5	17.0
243. Mansfield, Conn.	1	0	1	3.5	14.7
244. Westlake, Ohio	1	1	3	3.6	16.0
245. Hollywood, Fla.	4	1	3	3.8	30.1
246. Alpena, Mich.	2	0	1	3.8	22.4
247. Oceanside, Calif.	**2**	**4**	**5**	**3.8**	**16.7**
248. Berkley, Mich.	2	0	3	3.9	14.9
249. Caldwell, Idaho	2	1	0	3.9	29.3
250. Augusta, Maine	**2**	**5**	**1**	**4.0**	**13.8**
251. Watertown, Conn.	1	0	1	4.1	12.8
252. Stevens Point, Wis.	2	0	0	4.3	19.6
253. Takoma Park, Md.	1	0	0	4.3	11.0
254. Corona, Calif.	2	0	0	4.4	27.0
255. Darien, Conn.	2	0	0	4.5	21.8
256. Tempe, Ariz.	2	0	2	4.5	27.4
257. Mamaroneck, N. Y.	2	0	0	4.8	20.2
258. Borger, Tex.	3	1	1	4.8	28.4
259. North Adams, Mass.	2	0	0	4.9	16.0
260. Goldsboro, N. C.	3	2	4	5.1	23.9
261. Wooster, Ohio	3	1	1	5.3	30.2
262. Madison Hts., Mich.	2	0	0	5.6	16.1
263. River Rouge, Mich.	2	0	0	5.6	16.1
264. Peru, Ind.	3	0	0	5.9	34.0
265. Windsor, Conn.	2	0	0	6.0	20.5
266. Marinette, Wis.	2	1	0	6.0	24.2
267. Bemidji, Minn.	2	0	0	6.4	34.3
268. Niles, Ohio	3	0	1	6.5	26.4
269. Los Alamos, N. M.	2	0	1	6.5	25.6
270. Westport, Conn.	3	1	2	6.6	30.2
271. Monroe, N. C.	2	1	1	6.8	32.7
272. Naugatuck, Conn.	3	0	1	6.9	26.2
273. Martinsville, Va.	4	0	0	6.9	36.1
274. W. Springfield, Mass.	4	3	0	7.3	30.0
275. Kennewick, Wash.	4	0	3	7.7	50.1
276. Killingly, Conn.	2	0	3	9.1	29.1
277. Calumet City, Ill.	5	3	4	9.9	38.1
278. Dyersburg, Tenn.	3	1	2	10.0	47.2
CANADIAN CITIES					
Montreal, Que.	59	54	83	—	9.9
Toronto, Ont.	43	76	67	—	5.2

COMING EVENTS

Oct. 14, Washington, D. C.

Eighth Annual Commissioners and Governor's Conference on Metropolitan Washington Traffic Problems. (Mayflower Hotel.) Anthony Ellison, executive secretary, Metropolitan Area Traffic Council, 1020 Municipal Center, Washington 1, D. C.

Oct. 19-23, Chicago

Forty-seventh National Safety Congress and Exposition. (Conrad Hilton Hotel.) R. L. Forney, secretary, National Safety Council, 425 N. Michigan Ave., Chicago, Ill.

Oct. 22-23, Denver and Grand Junction, Colo.

School Bus Drivers Institute for 1959. (to be held in both cities on both days).

Nov. 4-5, Columbia, S. C.

1959 South Carolina Accident Prevention Conference. Fred Derrick, Jr., secretary and treasurer, South Carolina Industrial Commission, P.O. Box 539, Columbia, S. C.

MOTOR VEHICLE DEATHS AND INJURIES BY STATES 1959 and 1958

Forty-three states and the District of Columbia have reported their death and injury experience for two to six months of 1959.

The table below shows all of the injury data reported by each state, but little information is available on precisely what injuries are included in each state's tabulation.

Differences in the ratio of injuries to deaths probably reflect primarily differences in the extent to which all injuries are reported. Other factors are undoubtedly involved, such as: (1) a few states omit some or all of the injuries in urban accidents; (2) there are large differences between states in the proportion of travel which is in urban area (the injury-death ratio for urban accidents is about four times the ratio for rural accidents).

The question of what injuries are being reported applies with equal force to the per cent change in injuries from 1958 to 1959. Any tightening up of police administration, any emphasis on "get all the injuries" is almost certain to bring about an increase in reported injuries, but probably only in minor ones. Similarly, instructions to "skip the scratches" probably would result in a decrease in recorded cases in many states. Introduction of financial responsibility laws has been observed to increase reported injuries sharply. Even the public's increased claims-consciousness is regarded by many people as an element in the growing number of injuries reported. With such factors operating to destroy comparability, indicated changes in the number of injuries should not be considered as reliable.

	Months Reported	Deaths†† 1959	Deaths†† 1958	Injuries†† 1959	Injuries†† 1958	% Change 1958 to 1959 Deaths	% Change 1958 to 1959 Injuries	1959 Ratio of Injuries to Deaths
TOTAL U.S.	**	12,859#	12,362#	510,512	485,687	+ 4#	+ 5	40
Ala.	6	401	378	2,207†	2,257†	+ 6	— 2	6
Ariz.	5	212	192	4,223	3,536	+ 10	+ 19	20
Ark.	6	208	182	1,597	1,612	+ 14	— 1	8
Calif.	5	1,387	1,263	56,770	53,354	+ 10	+ 6	41
Colo.	5	128	123	4,899	4,333	+ 4	+ 13	38
Conn.	5	88	73	8,219	8,468	+ 21	— 3	93
Del.	6	35	36	1,280	1,060	— 3	+ 21	37
D. of C.	6	33	26	3,820	3,440	+ 27	+ 11	116
Fla.	6	532	550	19,712	16,140	— 3	+ 22	37
Ga.	6	451	416	7,710	7,199	+ 8	+ 7	17
Idaho								
Ill.	5	622	675	37,758	37,124	— 8	+ 2	61
Ind.	5	388	342	13,252	13,309	+ 13	— *	34
Ia.	3	149	140	4,171	4,071	+ 6	+ 2	28
Kan.	4	143	135	4,355	4,139	+ 6	+ 5	30
Ky.	6	350	356	7,225	6,769	— 2	+ 7	21
La.	6	309	411	4,056†	3,872†	— 25	+ 5	13
Me.	6	62	59	2,703	3,285	+ 5	— 18	44
Md.	6	250	250	9,890	8,767	0	+ 13	40
Mass.	2	79	82	14,792	15,605	— 4	— 5	187
Mich.	6	575	545	26,873	24,962	+ 6	+ 8	47
Minn.	6	273	309	12,413	11,687	— 12	+ 6	45
Miss.	4	159	142	2,115	2,012	+ 12	+ 5	13
Mo.	6	401	397	5,339	5,096	+ 1	+ 5	13
Mont.	4	46	54	755	664	— 15	+ 14	16
Neb.	5	122	105	3,836	3,291	+ 16	+ 17	31
Nev.								
N. H.	6	61	34	2,631	2,492	+ 79	+ 6	43
N. J.	5	265	277	24,413	22,158	— 4	+ 10	92
N. M.	5	160	126	1,941	2,015	+ 27	— 4	12
N. Y.	4	612	593	82,619	84,637	+ 3	— 2	135
N. C.	5	466	360	9,124	7,510	+ 29	+ 21	20
N. D.	2	19	13	331	291	+ 46	+ 14	17
Ohio	6	753	815	35,159	34,874	— 8	+ 1	47
Okla.	6	300	311	7,450	6,921	— 4	+ 8	25
Ore.	6	202	176	8,383	7,779	+ 15	+ 8	42
Pa.								
R. I.	3	19	11	2,014	2,008	+ 73	+ *	106
S. C.	6	289	256	4,468	4,727	+ 13	— 5	15
S. D.								
Tenn.	6	326	322	7,562	6,592	+ 1	+ 15	23
Texas	6	1,097	1,008	34,866	30,313	+ 9	+ 15	32
Utah	6	84	86	2,713	2,484	— 2	+ 9	32
Vt.	6	42	27	1,433	1,238	+ 56	+ 16	34
Va.	5	303	295	9,489	8,383	+ 3	+ 13	31
Wash.	5	196	199	11,404	10,866	— 2	+ 5	58
W. Va.	6	203	152	3,573	3,383	+ 34	+ 6	18
Wis.								
Wyo.	6	59	60	969	962	— 2	+ 1	16
P. R.‡	5	107	123	4,708	4,099	— 13	+ 15	44
V. I.¶	6	4	2	95	96	+100	— 1	24

†Rural injuries only.

††All figures are preliminary. To insure proper comparisons, 1958 figures cover the same reporting period as those of 1959.

*Less than .5%

**Deaths and injury totals cover reports for all months indicated in this column.

#Death totals and changes differ from national figures because those shown here are based on the states and months for which injury data are reported.

¶Virgin Islands

‡Commonwealth of Puerto Rico.

THE SAFETY LIBRARY

By Lois Zearing, Librarian, NSC

Books, pamphlets, and articles of interest to safety men.

Accidents

The Physicians and the Prevention of Motor Vehicle Accidents. Seward E. Miller. *Medical Times,* July, 1959, p. 861-869.

(The medical profession can help reduce motor vehicle accidents through the careful examination of patients and the giving of proper advice.)

Prevention of Automobile Casualties. Murry E. Gibbens. *Police,* July-August, 1959, p. 12-16.

Ran-Off-Roadway Accidents: A Special Study of Their Characteristics. July, 1959. 13p. and Appendix. National Safety Council, Statistics Division, 425 N. Michigan Ave., Chicago 11, Ill.

(A project of the Subcommittee on Traffic Accidents Record Procedures, Committee on Uniform Traffic Accident Statistics, Traffic Conference and National Safety Council.)

Traffic Accident Studies—1958. 1959. 83p. Highway Research Board, 2101 Constitution Ave., Washington 25, D. C. (Bulletin 208)

(Includes papers presented at the thirty-seventh annual meeting; Traffic Accidents and the Quality of Traffic Flow; Economic Costs of Motor Vehicle Accidents; Statistical Evaluation of Traffic Accident Severity; An Analysis of One-Car Accidents; Predicting Traffic Accidents from Roadway Elements on Urban Extensions of State Highways; Sampling Procedures for Determining Speed Characteristics at Rural Locations: A Progress Report.)

Carbon Monoxide

Muzzling Muffler Woes. *Virginia Highway Bulletin,* June-July, 1959, p. 10-11.

Commercial Vehicles

Here's How To Hire Safe Drivers. Marvin Rosenzweig. *Taxicab Industry/Auto Rental News,* July, 1959, p. 12-13+.

(Every new applicant is looked at as a potential accident and must prove he is not by qualifications and characteristics.)

Conferences

Pavement Marking School. *Street Engineering,* July, 1959, p. 19-24.

(Cooperative pavement marking training conference sponsored by Metropolitan Washington Traffic Council.)

Control Devices

Canada Approves Uniform Signing System. *Better Roads,* July, 1959, p. 25, 28.

(First code for standard traffic-control devices in Canada.)

Do Large Red Lenses Reduce Collisions. *The American City,* July, 1959, p. 135-136.

Louisville Extends Its Signal Synchronization. W. F. Watkins. *Street Engineering,* July, 1959, p. 32-35.

(Only large city with all signalized intersections either traffic actuated or tied into some inter-connected system.)

Modesto's Experience With Portable Traffic Signs. Douglas J. Carmody. *Street Engineering,* July, 1959, p. 38-40.

(Suggestions on how to replace regulatory signs knocked down.)

More About Pavement-Edge Marking. *Better Roads,* July, 1959, p. 36, 40, 44.

(Does marking edge cut accidents, drivers reaction and expense?)

New Voice System Alerts Drivers. C. E. Quinn. *Traffic Engineering,* July, 1959, p. 13-14.

(A new communication system which can be set up several miles ahead of a trouble area to direct and warn motorists.)

Research Points Way to Better Signing. Hugh Penton. *Roads and Streets,* July, 1959, p. 107-109.

Drivers and Driving

Eye Specialist Says Wear Sunglasses During Daytime To Save Night Vision. *Taxicab Industry/Auto Rental News,* June, 1959, p. 17.

(Report from a study by Dr. Robert H. Peckham, Eye Research Foundation, to determine the effectiveness of brightness for individual eyes.)

Night Driving Tips Given. *Fleet Owner,* July, 1959, p. 122.

(Tips given by Dr. Oscar W. Richards at a symposium at the Optometric Center in New York City.)

Emergency Cars

First Aid Equipment for the Emergency Ambulance. Carl B. Young, Jr. *Police,* July-August, 1959, p. 21-23.

Engineering

Channelization: Chicago's program is moving traffic on preferential streets more efficiently and safely. *Traffic Digest and Review,* July, 1959, p. 20-23.

Forecasts

Here Soon—the Vehicle of the Future. *Drivers' Digest,* June, 1959, p. 2-4.

(The Hauser system for a magnetic highway.)

EMBLEMS • PLAQUES • TROPHIES • INCENTIVE AWARDS

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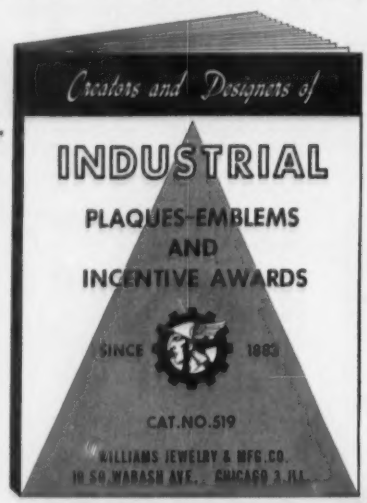
IDEAS FOR SAFETY-PLAQUES, TROPHIES and INCENTIVE AWARDS



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Chicago 3, Ill. — CEntral 6-5018

Circle Item No. 4—Reader Service Card

Transportation Study Predicts 36,000,000 Miles Daily Auto Travel in Chicago Area in 20 Years. *Chicago Traffic Safety Review*, June, 1959, p. 4.

Headlights

Development of New Seven-Inch Headlamp Unit Announced. *AAMVA Bulletin*, Jan.-June, 1959, p. 1.

Highways

Conduct Critical Feature Survey of State Highways. *Wisconsin Traffic Safety Report*, July, 1959, p. 3.

(A five-year survey to determine future highway needs.)

Dust Control. *California Highways and Public Works*, May-June, 1959, p. 37-38.

(Special mixes alleviate dust problem on detours.) Freeways Alone Are Not Enough. Seymour S. Taylor. *Traffic Quarterly*, July, 1959, p. 346-365.

The National Highway Program. Ellis L. Armstrong. *Traffic Quarterly*, July, 1959, p. 309-322.

(What has been accomplished by federal aid, and the vast road improvements needed now for capacity, safety and convenience.)

New York State Thruway Authority, Ninth Annual Report. 1959. 75p. New York Thruway Authority, P. O. Box 189, Albany 1, N. Y.

Legislation

The Effect of Speed Zone Modifications Occasioned by the Illinois Speed Law. Warren L. Kessler. *Traffic Engineering*, July, 1959, p. 18-23, 43.

(The new law gives officials machinery to establish and maintain more workable speed zones which will equalize safety and traffic needs.)

Safety Quiz Bares Seat Belt Plans. William Ullman. *Automotive News*, July 13, 1959, p. 1, 37.

(Hearings conducted by the House Health and Safety Subcommittee, involving five bills, four concerned with safety devices and one with exhaust fumes.)

Lighting

Lighting the Connecticut Turnpike. Newman E. Argraves. *Traffic Quarterly*, July, 1959, p. 396-401.

(A study in cooperation with the U. S. Bureau of Public Roads and the Highway Research Board.)

Parking

Parking: No Place to Go But Up. *Engineering News-Record*, July 30, 1959, p. 21-22.

(Parking lots giving way to multi-story parking garages.)

Police

The Legion Lends a Hand. *Traffic Digest and Review*, July, 1959, p. 11.

(Specially trained veterans help out state troopers as volunteer members of the Florida Highway Patrol Auxiliary.)

WANTED
DIRECTOR-SECRETARY

The Kalamazoo Area Safety Council is interested in receiving applications to fill a vacancy for a Director-Secretary job. Please give full details of experience and personal qualifications. Address Box 463, TRAFFIC SAFETY.

Programs

State's Public Safety Program Is Effective. *Highway Traffic*, July, 1959, p. 13.

Resuscitation

New Method of Artificial Respiration Gains Recognition. Peter Safar and Martin C. McMahon. *Police*, July-August, 1959, p. 6-11.

(Mouth-to-Mouth resuscitation.)

School Transportation

Protecting Pupils Outside the Classroom. Robert C. Dick. *Fire Engineering*, July, 1959, p. 551-552+.

(California community trains drivers to meet school bus emergencies.)

YOUR SIGNS
REPRESENT
YOUR CITY and at
EASTERN METAL
—THE BEST COSTS LESS
MEN
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TRAFFIC SIGNS and
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Safety is not expensive with EASTERN METAL's complete line of traffic control signs, warning signs and special highway equipment. All steel construction with weatherproof baked enamel finish.
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EASTERN METAL
— One Source of Supply for ALL Signs
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EASTERN METAL OF ELMIRA, INC. Elmira Heights, N. Y.

Mail Bag

From Page 36

would likely depend upon the individual point of view and reaction. A teetotaler would abhor the idea, while those who accept a drink would take a more tolerant attitude. But since it so strongly suggests an unsafe practice it might be in the best interests of accident prevention to employ some other format that would be less provocative.

Perhaps this organization was not thinking of accident potentials in the same sense we dedicated safety people recognize them. So few really do, and therein lies the answer to our growing accident prevention problems.

The advertising is tradition shattering, to say the least, and in rather poor taste. Some advertisers deliberately create controversial copy to encourage public reaction, the objective being to stimulate consumer interest to the point where it will reflect increased sales.

The effect of this advertising may well accomplish this objective.

CHARLES G. SCHRAM
Safety Engineer,
U.S. Army, Corps of Engineers

▶ Your discussion of alcohol advertising technique in the August edition is alarming to me.

The alcoholic beverage industry has never denied that alcohol and gasoline do not mix nor has it ever advocated sipping a dry martini while cruising down the highway.

I feel that Lejon is, in this particular ad, trying to convey this message in an unusual manner:

> "Lejon dry vermouth appeals to the discriminating person who desires something different, unusual, and better."

The ad, in my opinion, does not necessarily advocate:

1. Buying a Mercedes-Benz.
2. Buying an umbrella.
3. Drinking while driving.
4. Bowler hats.
5. Ultra sophisticated sex.

I feel that the liquor industry has enough sense to refrain from promotions that would encourage drinking before or *during* hazardous activity.

One bourbon manufacturer recently linked its product with a hunting trip but cleverly emphasized that the time to enjoy their product was after the day's hunting.

Overindulgence is the problem and advertising technique is a poor place to look for a solution.

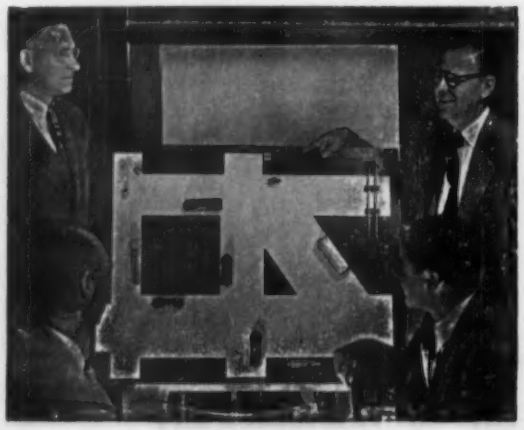
HOWARD F. DUSON
Camden, Ark.

▶ Referring to the article and picture "Taboo or Not Taboo" in the August issue. I believe showing liquor and automobiles combined is a good idea. Apparently in this day and age a good many people try to mix them, in spite of all of the efforts of traffic experts and safety officers.

What should be done is to show the beautiful car and the even more beautiful model in two scenes such as some of us have witnessed. For the second scene, collapse that long hood, shove the engine back past the torn, blood covered upholstery, depict the swept back windshield, in tiny sharp pieces imbedded thoroughly in the occupants. Sketch the unrecognizable model and escort in broken, busted piles of human wreckage on the cold highway. Then we have given the true picture of this type of cocktail which we still try to mix with gasoline, liquor and other ingredients.

Ads such as the one shown simply put ideas into the heads of the suggestible—too often young thoughtless people think it glamorous and mature to sport around in cars with liquor as the symbol of the good time.

T. L. BUSSEY
Asst. Supt. of Safety
U. S. Post Office
Detroit, Mich.



THE "EYES" HAVE IT . . . .

Here is an aid that has proven practical in teaching visually the principles of safety. It's simple, effective and works wonders in teaching your drivers.

The MAGNO SAF-T BOARD is the result of studies by outstanding safety instructors and engineers. Safety directors, traffic managers, driving instructors, insurance agents and adjusters get a clear picture of how accidents occurred visually by reconstruction of conditions.

It is now being used from coast to coast by fleet owners, insurance and public utility companies, colleges and schools, and many other concerns interested in public safety. Consisting of a BOARD with typical street intersections on one side. The other side is a BLACKBOARD on which any street or road situation can be drawn with chalk and then erased. It has scale models of vehicles, traffic markers and accessories that can be placed in any conceivable traffic situation.

Write for our folder. It contains full information.

MAGNO SAF-T BOARD© EMIGSVILLE, PA.

Circle Item No. 6—Reader Service Card

Congress Highlights

From Page 14

If you want to know how to improve your reporting in the Traffic Inventory, you can get help at a special Thursday morning bull session devoted to improvement of state traffic Inventory reporting. At this meeting the National Safety Council staff will be available for consultation.

In addition to these regular sessions as part of the traffic program, the Traffic Conference is also participating in two morning sessions—with citizen leadership groups on Wednesday and community organization on Thursday.

The citizen leadership meetings will discuss the topic "Meeting the Safety Needs of the 60's." The problem will be explained, and possible solutions—with emphasis on the role of citizen groups—will be discussed.

The community organizations meeting will demonstrate the precise method an organization may use to promote a program of traffic safety. This meeting should prove to be very helpful to organizations interested in and already participating in traffic safety activities.

NEW... SAFETY EQUIPMENT

Publication of product announcements in this section should not be construed as endorsement or approval by the National Safety Council.

Plastic Traffic Markers

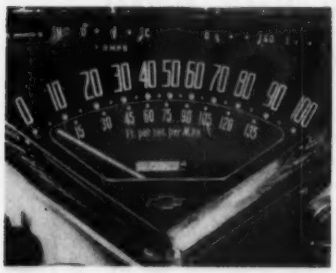
An extruded vinyl strip for traffic marking can be used for highway center and border lines, street intersections, railroad crossings, crosswalk marking, school zones and industrial traffic areas. The plastic material is a lasting replacement for quickly faded painted lines now in use.

The reflectorized vinyl material is furnished with an adhesive backing. During installation, additional adhesive is applied to the area to be marked, and after the adhesive becomes tacky, the vinyl strip is laid in place and pressed down permanently. The material is easily cut to length and is edge tapered to prevent scuffing. Although the material can be produced in many colors, black, red, yellow and white will be standard.

The self-cleaning material has a glass bead non-skid and reflecting pebble-finish and material retains color. It is resistant to oil, snow melting materials, grease, acid, water, snow and ice.

The strip is available in three widths, 3″, 4″ and 6″ and two thicknesses, .040 for parking lots and industrial use, and .070 for highway and street applications.

Auburn Plastics, Inc., Auburn, N. Y. (Item 41)



Speedometer Safety Device

A new highway safety device is a calibration scale that converts truck speedometer readings from miles-per-hour to feet-per-second.

The Scale, called "Saf-T-Strip" mounts permanently on the face of the speedometer or tachograph dial. At any given speed, the driver of the vehicle is constantly aware of the feet per second his vehicle is traveling.

This awareness on the part of drivers, together with the knowledge of his vehicles stopping distances and his own reaction time, will enable truck operators to operate more safely on the highways.

The device has been tested under all traffic and highway conditions, and is expected to become a helpful supplement to fleet operator driver safety programs.

Speedo Tach Service, Inc., 1926 E. 7th St., Los Angeles 21, Calif. (Item 42)

Aerial Ladders

This new line of aerial ladders, including three series, was developed for use by power companies, city street and stop-light maintenance crews, public utilities, etc., who need a safe, efficient means of performing overhead work.

The features include upper ladder section handrails built into fiberglass to insulate workers from high voltage contact, a tri-plane basket to give workers a flat surface regardless of the ladder's angle, a check valve in the hydraulic raise system to slow descent of the ladder if the hydraulic system is damaged and ladder heights from 24′ to 45′.

The TML series ladders use sturdy counterbalance springs to absorb 70 per cent of the weight in raising the ladder. A hand-operated hydraulic system furnishes needed power to raise the ladder. Rotation through 360° is accomplished through use of low-friction bearings in the pedestal, gear box and hand crank. The ladder locks in any desired position of raise or rotation.

The TEL series of the ladders is raised by hydraulic-electric power furnished by a 12-volt DC motor operated from the truck battery. The third series, TEPL, is fully powered in all movements—extension-retraction, elevation and rotation. Push button controls are available for both top and bottom of the ladder to facilitate operation. All three series can be mounted on standard truck chassis.

Truck Equipment Co., 3963 Walnut St., Denver 5, Colo. (Item 43)

Traffic Island Light

A Traffic Island Marker Light beams an amber light in four directions. The "Guardlite" can be used for vehicle and pedestrian safety, and highway intersections—identifies traffic islands, safety and loading zones in fog, rain or snow.

"Guardlite" is constructed of three, extra heavy, grey iron castings, head, tapered base and octagonal sub base. The overall height is 9¾ in. and the weight of the head is 58 lbs. The head section is held in place by fitting securely over the top of the tapered base. The tapered base support fits over the sub base and is held in place by cleats. The "Guardlite" is treated with a special metal primer to resist moisture and corrosive chemicals.

The construction prevents serious damage to a car should it accidentally strike the light. The head section is free standing and rolls off. A fuse automatically shuts off the current.

For More Information—Circle Item on the Reader Service Postcard

It is finished in traffic yellow with amber lens, and is available for a 110 volt system or a 6.6 amp. street series lighting. There is a flasher attachment available if the "Guardlite" is to be used for traffic islands in particularly hard-to-see locations.

Blackhawk Industries, Dubuque, Iowa (Item 44)

Speed Stabilizer

Glide Control is a low-cost, constant-speed stabilizer for all makes and models of automobiles.

It is an electronic product, which is attached to the carburetor, permitting operation of a car at any pre-determined speed on highways, freeways, and in city driving without the use of the accelerator pedal.

Once the electronic unit is in operation, the driver does not need to hold the throttle foot steadily on the accelerator pedal.

Glide Control allows fuel savings by even throttle control and fuel feed. It provides safe, toe-tip control, leaving the driver in command at all times. The speed stabilizer is "cut in and cut out" by the toe-tip control, and not by a hand switch. The brake "reaction time" itself is cut shorter, because the right foot rests directly and conveniently in front of the brake pedal whenever the unit is in operation. Once the unit is set at the desired driving speed, the driver may normally accelerate to pass another car, then remove his foot from the pedal, and Glide Control will return to the pre-determined setting, maintaining a constant throttle. The unit serves three important appeals—economy, comfort and safety. The left-hand illustration shows the unit in operaiton, and the upper right drawing shows the construction of the electronic-mechanical unit. The lower right-hand illustration shows the ease of installation of the unit.

Glide Control Corp., Englewood, Calif. (Item 45)

News Items

Electronic Protection, Inc.

The El-Tec Division of Standard Coil Products, Inc., has been sold and is now a New Jersey Corporation. National sales will be through E. Allen Miller Co., of Caldwell, N. J., and all manufacturing and development will be in the new factory at Dunellen, N. J.

The transfer of ownership includes rights to the corporate name and trade name El-Tec. Also, the transfer included all patents and manufacturing rights, and F C D A and F C C assignments.

For More Information—Circle Item on the Reader Service Postcard

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- ☐ Merit Awards
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- ☐ Corporal Digbys
- ☐ Trafficones
- ☐ School Warning Signs
- ☐ Traffic Control Signs

Circle Item No. 7—Reader Service Card

HBD

From Page 9

that the suspicious odor of alcohol was only a medication applied by a dentist; or that the accused was staggering because he had bumped his head in the collision; or that the offender was a diabetic who had taken too much insulin.

Fairly representative of the general apathy is a recent case where, despite chemical proof of intoxication, an HBD was acquitted by a jury because his wife testified that she knew he wasn't drunk on the night of the accident "because when he's drunk he always comes to bed with his shoes on, and that night he didn't."

Early this year the son of a famous man was charged with drunken driving after police found him slumped on the wheel of his car beside the road, asleep. A chemical test showed a blood alcohol content of over .20 per cent. But the defendant said a business associate had driven his car there and left him. Being very tired he had moved over into the driver's seat and fallen asleep. The jury acquitted him.

The police long ago quit banging their heads on a stone wall and book all but the obvious drunks on such charges as "reckless driving," "excessive speed," "driving on the wrong side of the road," or some other more palatable offense. In the words of the Association of Casualty and Surety Companies—who pay the damages with your money and mine—"public apathy and the frequent lack of support from courts tempts traffic police to make arrests only when a conviction is assured. In many sections of the country this assurance does not exist."

What can be done? When the city of Detroit adopted chemical testing it more than doubled its convictions the first year. In 10 years of rigid enforcement backed by chemical tests, that city reduced its fatal and personal injury accidents due to HBD's by 95 per cent. Indiana, which pioneered in chemical testing on a statewide basis, shot its conviction-to-arrest ratio up to 97 per cent and still maintains it. In some cities such as Milwaukee, Wis., Fresno, Calif., and Tucson, Ariz., authorities have been fortifying chemical tests with color movies with sound track, which show the appearance and behavior of the accused at the time of his arrest. The relatively small city of Tucson obtained 36 convictions in its first two months with this method without a single not-guilty plea. After the defendant and his attorney see the film they do not care to have it shown in court.

New York State enacted an "implied consent" law in 1953 which automatically revokes the license of any motorist who refuses to submit to a chemical test when arrested on a drunken driving charge. As a direct result of this law, New York City's HBD arrests skyrocketed from an average of 200 a year to about 2,000, while state police arrests on this charge more than doubled. Eight other states have adopted similar laws.

This is a tricky problem, and we could benefit by the experience of other countries that have faced it forthrightly. Canada has simplified it

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Circle Item No. 8—Reader Service Card

by defining the offense as "driving while impaired" as well as "while intoxicated." In the courts of Norway there is no quibbling over whether or not the accused was "under the influence." There the law flatly states that it is *illegal to drive* whether you have an accident or not, with a blood alcohol level above .05 per cent, or one-third of our legal limit for intoxication. The law is made to stick by periodic spot checks around the larger cities in which police may compel drivers to stop and be tested on suspicion that they've been drinking. Police may also test drivers who have visited cafes or social gatherings where it is likely that liquor has been consumed. Even if there has been no accident, any driver found with a blood alcohol level of .05 per cent or more may be sentenced to a minimum of 27 days in jail.

As a result of 20 years' rigid enforcement of such laws, no one feels apologetic about saying, "No thanks, I'm driving."

With fully half of our traffic deaths involving an HBD driver, making such sensible control fashionable here would save many lives. It offers far greater hope than intensified enforcement, or severe punishment after the tragedy. Prevention is better than retaliation.

In Finland, authorities crack down hard on drunken drivers. Conviction almost always brings a term in prison or a labor camp—40 to 90 days for the first offense if no one is injured, up to three or four years in more serious cases, or even eight years if the driver seriously injured or killed someone. Drunken drivers serving out their sentences of hard labor helped build the beautiful airport at Helsinki.

One simple key to accident prevention for the social drinker is the suggested one-ounce-per-hour formula. (It goes without saying, any motorist should be a teetotaler while on the road, just as our airlines pilots and bus drivers are required to be. And the toll turnpikes deserve credit for having banned the sale of beer and liquor in their restaurants.)

Dr. Horace E. Campbell, previously quoted in this article, has made an important and constructive suggestion: "One of the most important factors in achieving social maturity regarding the drinking driver is the liquor industry. It can do more to foster and develop civilized drinking in this country than any other institution, more than churches, schools, and the National Safety Council. The industry is one of the largest and richest. It devotes sizable sums to suggest the prestige and glamor of drinking its products. Let it lay the facts of alcohol and motorcar operation directly on the line, in full page ads and on the billboards of the country. *Noblesse oblige.*"

But, most of all, the solution lies with the individual — the decent, respectable individual who means no harm to anyone when he starts home after a few friendly drinks. Let him remember the architect who was on his way home one night from a cocktail party. Up ahead in the road was a group of 20 high school kids having fun on a hayride. He smashed blindly into the rear of the hay wagon, scattering youngsters all over the road. Eleven were seriously injured. One girl lost a leg. The architect did what he could. He paid $50,000 in cash into a trust fund for the injured youngsters. He deeded over his farm. He went to jail for six months. It was a high price to pay for a few social drinks. But none of it wiped out the pain of those 11 kids, or restored that pretty young leg.

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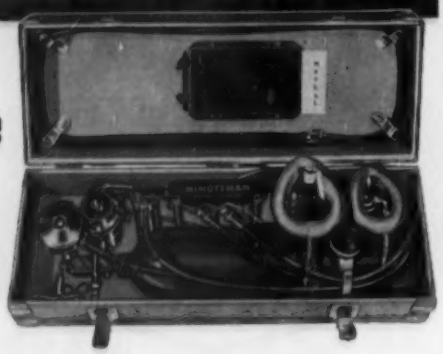

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Circle Item No. 9—Reader Service Card

Capitol Hill

From Page 15

up action on all phases of accident prevention. Special note was taken that "in approximately two-thirds of the fatalities, violations of traffic laws are involved." Calling for support of the Action Program, the committee urged "fair, firm enforcement of sound, uniform traffic laws and ordinances in every state and community." The Committee's Advisory Council, chaired by Howard Pyle, president of the National Safety Council, met to discuss means of dealing with the problem.

Accident Repeater

From Page 35

on both sides and behind you when you're backing up. I notice that you turn your head to see where you're going. You shouldn't have to do that."

"But how—"

"Adjust them so that you can see. Here, I'll show you how easily you can fix them. Now, can you see more?"

"Yes! I don't know why I never turned them this way before. Makes a real difference!"

Marty tries backing up, using his mirrors, but again has trouble.

"You're still going too fast! What have I told you about speed? I don't think you're bullheaded, but maybe you just don't understand yet that you can handle your bus without a lot of speed. Now, I'm going to show you how to do this at the right speed."

The operator is impressed as he watches the instructor skillfully ease the bus back into the limited area. Ward's move was a wise one, for now, more than ever, Marty has confidence in Ward's ability to help him.

Ward has Marty perform the maneuver several more times before he feels that the operator's performance is satisfactory.

The next morning Ward calls Marty in again.

"Let's go over each one of your accidents once more," he says to the operator. "Let's hear you say what you might have done to avoid them." The two go over the accidents in terms of defensive driving principles.

Marty, who has done a lot of hard thinking since the previous day, shows Ward that he really has taken to heart the instruction he has received, and that he, too, understands his shortcomings and how to correct them.

"I think you realize that you've got to keep your mind on your driving all the time. You can't be careless and you can't keep thinking about your boy on the job. After all, you won't do him any good if you have accidents."

"Yes, that's for sure."

"Just apply yourself, and you'll have no trouble in maneuvering your bus. You proved that yesterday in the practice area."

The two go out on the second performance ride. Marty applies what he has learned. Before starting up, he adjusts his mirrors for maximum vision and uses them to good advantage in maneuvering through traffic. In turning right, he remembers to keep his bus close to the curb so that nobody can draw parallel to him on that side.

Marty has improved his maneuvering and defensive driving to the point where Ward feels he is ready for the next step—a third ride in an in-service bus. Observing Marty as the operator takes fares, makes change, issues transfers and opens and closes doors for boarding and alighting passengers, Ward finds that generally he coordinates these actions properly with his driving. He compliments the operator on his improvement, and tells him that he feels Marty is ready to be returned to his job.

Marty is overjoyed to hear this news. In an expansive mood, he confides to Ward that he has sought a loan from the Credit Union at his station. He also tells the instructor that his pastor has promised to assist him and his family in working on a solution to their problems.

"Man, I'm glad I took your advice!" Marty tells Ward. "What a load off my mind!"

Subsequently, Marty's station superintendent returns the operator to work. Three days later, and again, 10 days later, Ward conducts two follow-up rides in service to determine how well Marty has benefitted from retraining. The operator shows continued improvement.

Marty typifies hundreds of rehabilitated bus operators whose jobs have been saved. These men, who now drive defensively and handle their vehicles expertly, make transit riding safer for all Chicagoans.

"AUTOMATIC SUPERVISOR"
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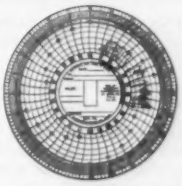

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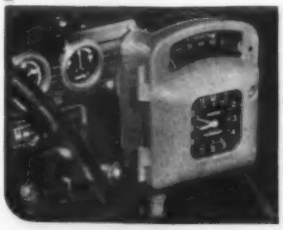

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New Staff Members

The National Safety Council's Motor Transport Department has announced the appointment of William M. Runyon and Robert J. Forman as staff members.

Runyon will edit *Fleet Flashes, Transit Topics* and the *School Bus Supervisor* newsletters. He will also handle development of motor transport posters, dash cards and other service items.

He formerly was employed by the Chicago Transit Authority as assistant editor of the CTA employe magazine and as a news writer.

He holds a journalism degree from the University of Missouri and a degree in political science from Rutgers University.

Forman will serve as staff representative to the Council's Commercial Vehicle Section. His work includes coordinating the activities of the Section's executive committee with all areas of the Council. As Secretary of the National Fleet Safety Contest Committee, he administers the annual audit of leading contestants and handles the preparation and presentation of awards during the National Safety Congress.

A 1958 graduate of Michigan State University, Forman has a degree in highway traffic administration. He also participated in a six-month, in-service traffic training program at Michigan State.

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NSC President, Two Editors To Judge Contest

The president of the National Safety Council and two distinguished editors have been named judges of the American Trucking Associations' Newspaper Safety Writing Competition.

The judges are Howard Pyle, NSC president; Harry F. Reutlinger, managing editor of the *Chicago American* and past president of the Chicago Press Club; and Charles C. Clayton, editor of *The Quill*, a magazine published by Sigma Delta Chi, professional journalism fraternity.

The competition offers $2,700 in prize money to writers of daily, weekly and semi-weekly newspapers and wire services throughout the United States for the best news stories and editorials on highway safety.

Mention of trucks or the trucking industry will not be a factor in the judging. To be eligible, entries must have been originally published in a newspaper of general, paid circulation between May 24, 1959 and September 13, 1959, inclusive.

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—are included for your benefit to help you solve accident problems. To get full information on a product in which you are especially interested, circle the corresponding page number on the Reader Service Postcard.

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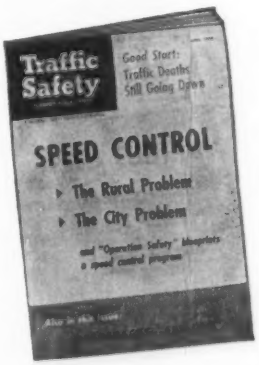

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